U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

A-96-01
II-A-487

Subject: ESTIMATED AIRPLANE NOISE LEVELS IN A-WEIGHTED DECIBELS

Date: 8/10/90 Initiated by: AEE-110

AC No: 36-3F Change:

1. PURPOSE. This circular provides listings of estimated airplane noise levels in units of A-weighted sound level in decibels (dBA), ranked in descending order for the conditions and assumptions described below. This information is provided both for aircraft that have been noise type certificated under Federal Aviation Regulations (FAR) Part 36 and for aircraft for which no such requirement currently exists.

2. CANCELLATION. Advisory circular 36-3E, Estimated Airplane Noise Levels in A-Weighted Decibels, dated December 22, 1987, is canceled.

3. BACKGROUND. FAR Part 36 requires the reporting of turbojet and large transport category aircraft certificated noise levels in units of Effective Perceived Noise Level in decibels (EPNdB). Many airport and other community noise analyses utilize a noise rating scale that is based upon A-weighted decibels. For this reason, A-weighted noise levels for aircraft under FAR Part 36 conditions have been estimated to provide a reference source for aircraft noise levels that is consistent with the many noise rating scales having A-weighted noise level as the basic measure.

4. NOISE LEVELS.

a. A-weighted noise levels were estimated for each airplane as they might occur during type certification tests conducted under Appendices A, B, and C of FAR Part 36. However, it should be specifically noted that the reported levels are estimates and do not represent actual certificated values. This is because certification data are reported to the FAA in EPNdB for large transport category airplanes and turbojet powered aircraft. Where possible, the levels in dBA were estimated from certification data. Further, since FAR Part 91 Section 85(c) requires turbojet powered aircraft to use minimum certificated landing flap settings, noise levels for approaches at less than maximum flaps are listed for many turbojet aircraft. Propeller-driven small airplanes and commuter category airplanes are certificated in A-weighted noise level, however the certification flight procedure differs from that used for FAR Part 36, Appendix C noise certification. In addition, FAR Part 36 does not require approach noise tests for noise certification of propeller-driven small airplanes and commuter category airplanes. Therefore, the propeller-driven small airplane and commuter category airplane noise levels contained in this circular were also estimated.

b. The listings of the various certificated and uncertificated airplanes include tabulations of their noise levels at maximum takeoff and landing gross weights. Noise level estimates are provided at FAR Part 36, Appendix C positions (6500 meters from start of takeoff roll and 2000 meters from the runway threshold for approach).

c. Since the noise levels are estimated as they might occur during type certification tests conducted under Appendix C of Part 36, these values are intended to provide a consistent basis for comparison of noise levels of major aircraft models rather than establishing absolute levels of individual aircraft. The noise levels of individual aircraft may also differ due to variations in weight and operating procedures from those used during certification. For instance, takeoff noise levels are reduced substantially as aircraft takeoff weight is reduced. Takeoff weights during normal in-service operations are often less than the maximum certificated weight. In general, for equal application of noise control technology, the lower the maximum weight of an airplane the lower the noise level. Conversely, those aircraft normally associated with high weight, long range operation and, therefore, greater productivity, have higher noise levels and will appear predominately at the top of the list. This aspect of increasing noise levels with increasing weight is embodied in the noise type certification requirements of Part 36. The takeoff noise level is also dependent on which operating procedures are applied. The takeoff noise level estimates in the table represent full thrust conditions for some aircraft and a reduced thrust condition, as permitted by Part 36, for other aircraft. Neither of these conditions may be representative of the in-service operation of a particular aircraft at a particular airport. (See FAA Advisory Circular 91-53, Noise Abatement Departure Profile.) Similarly, approach noise levels are given for maximum landing weight. However, as Federal Aviation Regulations require turbojet powered aircraft to use the minimum certificated landing flap setting for normal approaches rather than the maximum certificated flap setting (the configuration that is most critical from a noise standpoint), estimates of approach noise levels with reduced flap settings have been included for many of these aircraft. An asterisk next to the flap setting indicates less than maximum flaps. Variations from the values of the noise estimates presented in this circular for individual flights at actual airports under nominally the same conditions could range within plus or minus 3 dBA for airplanes certificated in accordance with Part 36 or more for those airplanes not noise certificated. Additional variations in absolute value occur when aircraft operating conditions do not conform with those corresponding to noise certification. However, the FAA believes that the ranking of aircraft noise levels that occur under uniform certification conditions provides the best information currently available on the relative noisiness of airplanes over a wide variety of conditions.

d. In addition to the Appendix 1 listing of noise levels in order of descending magnitude, this Advisory Circular also provides the same data listed by aircraft manufacturer. This list, contained in Appendix 2, is presented as a convenience in locating data on specific airplanes.

Appendix 3 provides a listing of additions and modifications to the data contained in Advisory Circular 36-3E.

e. While these listings provide data on a wide variety of airplane types and models within types, other specific model designations (often peculiar to just one carrier) may not be shown. Thus, for example a Boeing 727-232 is not listed, but the equivalent data for a Boeing 727-200 with the proper engine should be used. Similarly, data for a McDonnell-Douglas DC-10-30 should be used for other models of the DC-10-30 series of aircraft.

f. The FAA's Integrated Noise Model (INM) computer program may be useful in providing more detailed noise predictions for aircraft as they are actually flown. Further, the INM can provide predictions of noise levels at other locations which may be of greater interest to a particular community.

5. NOISE LEVEL ESTIMATION PROCEDURE. Noise level estimation procedures utilized in this revision are outlined below:

a. The results of FAA noise measurement and assessment programs have been used to establish noise levels for certain aircraft. Reference note 10 identifies these aircraft.

b. Noise levels for certain light propeller driven aircraft have been computed using primary reference data (either from Pilot Operating Handbooks or direct from the manufacturer) as input to the noise level estimation procedure outlined in Report FAA-EE-82-1. This procedure considers both propeller and engine noise components for reciprocating engine aircraft takeoff and approach operations. Noise levels estimated using this procedure are identified in this document by reference note 11.

c. In the case of certain general aviation jet aircraft, the appropriate maximum noise level one-third-octave frequency spectrum has been obtained from FAR 36 certification reports. The A-weighted sound level has been computed for each spectrum and is documented in Report FAA-EE-82-1. Noise level estimates established using this procedure are identified by reference note 12.

d. The noise levels of certain other general aviation jet aircraft included in this report have been converted to A-weighted sound level from EPNL certification data using conversion factors derived for specific engine types. The details of the procedure are outlined in Report FAA-EE-82-1. Data appearing in this Advisory Circular derived using the above conversion technique are identified by reference note 13.

e. The noise levels of many of the large jet aircraft included in this Advisory Circular have been derived from FAR 36 certification EPNL values using the FAA INM. Data appearing in this document derived using the INM procedure are identified by reference note 14.

f. The noise levels of certain large jet aircraft have been derived from data provided to the FAA directly by aircraft manufacturers. Data appearing in this document derived from such sources are identified by reference note 15.

The FAA welcomes substantive discussion on any estimate in this document. Readers are encouraged to present data and alternative assumptions which they feel provide or lead to more accurate estimates of noise levels. Any person wishing to provide input to subsequent revisions of this AC are encouraged to write the Manager, Research and Engineering Branch, AEE-110, Office of Environment and Energy, Federal Aviation Administration, Washington, DC 20591 or telephone 202-267-3558.

6. REVISIONS. The airplane noise level listings in this Advisory Circular will be revised and updated periodically.

J. E. Densmore, Director
Office of Environment and Energy

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	400.00	112.9	-	4,8
BOEING	B-747-100	JT9D-7F	750.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	100.5	10	4,6
BOEING	B-747-200	JT9D-3A	767.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7WET	750.00	100.2	10	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	99.9	10	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	99.6	10	4,6
BOEING	B-747-200	JT9D-7	770.00	99.4	10	4,6
BOEING	B-747-200	JT9D-7WET	785.00	99.3	10	4,6
BOEING	B-747-100	JT9D-7	710.00	99.1	10	4,6
BOEING	B-747-200	JT9D-7F	775.00	99.1	10	4,6
BOEING	B-747-200	CF6-50E	820.00	97.3	10	4
BOEING	B-747-200	CF6-50E	800.00	96.6	10	4
MCDONNELL DOUG.	DC10-30	CF6-50C1	590.00	96.4	6	15
BOEING	B-747-SP	JT9D-7FWET	695.00	96.2	10	4,6
BOEING	B-747-SP	JT9D-7A	690.00	96.1	10	4,6
BOEING	B-747-200	RB211-524B	800.00	96.0	10	4
BOEING	B-747-200	CF6-50E	775.00	95.8	10	4
MCDONNELL DOUG.	DC10-30	CF6-50A	565.00	95.7	8	15
MCDONNELL DOUG.	DC10-30	CF6-50CA	565.00	95.7	8	15
BOEING	B-747-SP	JT9D-7A	660.00	94.9	10	4,6
BOEING	B-747-SP	JT9D-7F	660.00	94.9	10	4,6
MCDONNELL DOUG.	DC10-30	CF6-50C1	572.00	94.6	10	15
BOEING	B-747-200	JT9D-70A	820.00	94.1	10	4
MCDONNELL DOUG.	DC10-30	CF6-50C	565.00	94.1	10	15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	322.30	94.0	14	8
MCDONNELL DOUG.	DC10-30	CF6-50C1	562.00	93.9	10	15
BOEING	B-747-SR	JT9D-7A	610.00	92.9	10	4,6
BOEING	B-727-200	JT8D-17RQN	208.00	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17QN	203.10	92.2	5	2,8,14,15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-8-63 W/ADC QN	JT3D-3B	355.00	91.7	12	8,15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.00	91.7	10	15
MCDONNELL DOUG.	DC10-30	CF6-50A	519.60	91.4	8	15
MCDONNELL DOUG.	DC-8-63F W/ADC QN	JT3D-7	355.00	91.0	12	8,15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.00	90.6	10	15
BAe	1-11-400	SPEY-MK511	89.50	90.5	8	8,15
BAe	1-11-500	SPEY-MK512	104.50	90.5	8	4
MCDONNELL DOUG.	DC-8-63 W/THC QN	JT3D-3B	350.00	90.5	12	8,15
BOEING	B-727-200	JT8D-9QN	184.80	90.4	5	2,8,14,15
MCDONNELL DOUG.	DC-8-50 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
MCDONNELL DOUG.	DC-8-61 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
BOEING	B-747-SR	JT9D-7A	570.00	90.0	10	4,6
BAe	1-11-500	SPEY-MK512	99.70	89.9	8	4
BOEING	B-727-200	JT8D-17RQN	197.00	89.9	5	2,8,15
IAI	1121 COMMODORE	CJ610-5	18.50	89.7	-	4

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
IAI	1123 WESTWIND	CJ610-9	20.70	89.7	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	89.7	-	13
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-7	355.00	89.6	12	8,15
BOEING	B-727-200	JT8D-15QN	190.50	89.0	5	2,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-6K	455.00	88.8	-	15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	88.7	-	8,13
BOEING	B-727-200	JT8D-17QN	190.50	88.5	5	2,8,14,15
MCDONNELL DOUG.	DC10-10	CF6-6D	440.00	88.5	5	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.00	88.4	10	15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.00	88.4	-	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-17	121.00	88.2	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.00	88.2	-	1,8,15
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	88.0	1	2,8,15
BOEING	B-737-200	JT8D-9QN	117.00	88.0	1	2,8,14,15
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	87.9	-	8,12
BAe	1-11-400	MK511-W/HUSHKIT	89.50	87.5	8	15
BOEING	B-727-200	JT8D-15QN	184.20	87.5	5	2,8,14,15
MCDONNELL DOUG.	DC9-40	JT8D-11	114.00	87.5	-	1,8,15
BOEING	B-737-200	JT8D-17QN	122.50	87.3	1	2,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-50C2	590.00	87.2	15	8,15
LOCKHEED	L-1011-1	RB211-22C	430.00	87.1	10	
MCDONNELL DOUG.	DC9-30	JT8D-7	108.00	87.1	-	8,15
BOEING	B-737-200	JT8D-9QN	114.50	87.0	1	2,8,14,15
LOCKHEED	L-1011-1	RB211-22C	422.00	86.9	10	
BOEING	B-727-200	JT8D-9QN	172.50	86.7	5	2,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	590.00	86.7	-	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.00	86.5	-	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	110.00	86.3	-	1,8,15
BOEING	B-727-100	JT8D-7FCD	169.50	86.1	5	3,8,14,15
GENERAL DYNAMICS	CV-440	R-2800	48.00	86.0	-	5
MCDONNELL DOUG.	DC9-50	JT8D-17	115.00	85.9	-	1,8,15
BAe	1-11-200	SPEY-MK506	80.00	85.8	8	15
BOEING	B-737-200	JT8D-7QN	109.00	85.8	1	2,8,14
MCDONNELL DOUG.	DC9-30	JT8D-15	114.00	85.8	-	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-15	114.00	85.8	-	1,8,15
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	362.50	85.6	12	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	362.50	85.6	12	
MCDONNELL DOUG.	DC9-30	JT8D-7	108.00	85.5	-	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.00	85.4	-	1,8,15
BAe	HS-125-400A	VIPER-522	23.60	85.3		8,15
LOCKHEED	L-1011-1	RB211-22C	416.00	85.3	10	8
MCDONNELL DOUG.	DC10-10	CF6-6D1	440.00	85.3	8	15
BOEING	B-737-200	JT8D-15QN	115.50	85.2	1	2,8,15
LOCKHEED	L-1011-1	RB211-22C	396.00	85.2	10	4,8
MCDONNELL DOUG.	DC10-10	CF6-6D	410.00	85.2	14	15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
LOCKHEED	L-1011	RB211-22B	430.00	85.1	14	4,5
BOEING	B-727-100	JT8D-9FCD	169.50	85.0	5	3,8,15
DOUGLAS	DC-3	R-1830-90C	25.20	85.0	-	5
MCDONNELL DOUG.	DC10-40	JT9D-20	430.00	85.0	10	15
BAe	HS-125-3A/R	VIPER-522	22.70	84.8	-	8,15
BAe	HS-125-3A/RA	VIPER-522	22.70	84.8		8,15
BOEING	B-737-200	JT8D-9QN	109.00	84.8	1	2,8,14,15
MCDONNELL DOUG.	DC9-40	JT8D-11	107.00	84.8	-	1,8,15
LEARJET	LEARJET 23	CJ610-1	12.50	84.7	-	4,8
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	84.7	-	8,12
BOEING	B-737-200	JT8D-17QN	115.50	84.5	1	2,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-50C2	555.00	84.4	10	8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	110.00	84.3	-	1,8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	84.2	-	8,15,16
BAe	1-11-200	MK506-W/HUSHKIT	80.00	84.1	8	15
MCDONNELL DOUG.	DC8-71	CFM56-2-C1	337.00	84.1	15	
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	83.8	-	8,12
BOEING	B-727-100	JT8D-7FCD	160.50	83.7	5	3,8,14,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	83.7	2	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	555.00	83.6	5	8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	83.4	-	8,12
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	83.2	0	8,15
BAe	HS-125-1A	VIPER-522	21.20	83.1	-	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	83.1	2	8,15
GULFSTREAM	GULFSTREAM IIB	SPEY MK511-8	68.20	83.0	-	8,15,16
GULFSTREAM	GULFSTREAM III	SPEY MK511-8	68.20	83.0	-	8,15,16
LEARJET	LEARJET 25B/C	CJ610-6	15.00	82.8	20	4,8,18
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	-	8,15
MCDONNELL DOUG.	DC10-30	CF6-6K	410.00	82.6	-	8,15
BOEING	B-727-100	JT8D-9FCD	160.50	82.4	5	3,8,15
BOEING	B-737-200	JT8D-7QN	100.50	82.4	1	2,8,14
BOEING	B-767-200	JT9D-7R4E	360.00	82.3	1	8,15
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	82.3	10	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	43.80	82.3	20	4
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
BAe	HS-125-600A	VIPER 601	25.50	81.9	-	8,15,16
BOEING	B-767-300	JT9D-7R4D(B)	351.00	81.6	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	81.4	0	8,15
LOCKHEED	L-188	501-D13	116.00	81.3	-	4,8
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
NIHON	YS-11A-200	DART MK 542	54.00	81.0	-	5
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.50	80.9	15	15
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	8.65	80.9	10	19
BOEING	B-767-300	JT9D-7R4E	351.00	80.8	5	8,15
BOEING	B-767-300	CF6-80A	351.00	80.6	5	8,15
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	-	8

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	80.6	1	8,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	80.5	-	12
BOEING	B-737-400	CFM56-3-B1	142.50	80.4	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	80.3	0	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	80.1	-	8,15,16
BOEING	B-767-300	CF6-80A2	351.00	79.7	5	8,15
BOEING	B-767-300	CF6-80C2B4	407.00	79.7	5	8,15
LEARJET	LEARJET 25D	CJ610-6	15.00	79.7	8	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	79.7	8	4,8
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	79.7	10	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	79.7	1	8,15
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	79.6	15	12
AIRBUS	A-300B4-2C	CF6-50C	346.50	79.4	-	4,8,9
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.2	6	4
AIRBUS	A-300B	CF6-50A	302.00	79.1	-	4,8
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	78.7	0	8,15
BOEING	B-767-300	CF6-80C2B6	407.00	78.6	5	8,15
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	78.6	10	1,8,15
AIRBUS	A-300B4-2C	CF6-50C	336.60	78.5	-	4,8,9
BOEING	B-737-400	CFM56-3B-2	150.00	78.4	5	8,15
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	78.3	-	4,8
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
BAe	BAe 146-300A	ALF-502R-5	97.50	78.3	18	8,15,23
BAe	BAe-748 SERIES 2B	RR-DART-MK535	46.50	78.3	15	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	78.3	0	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	78.2	1	8,15
BAe	VISCOUNT 745	RR DART6 MK510	72.50	78.1	-	11
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	78.0	15	8,15
BAe	BAe-748 SERIES 2B	MK535-W/HUSHKIT	46.50	78.0	15	8,15
FOKKER	F-27-200	MK532-7	43.50	78.0	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	78.0	-	5
AIRBUS	A-300B4-2C	CF6-50C	330.00	77.9	-	4,8,9
LEARJET	LEARJET 24B/D W/RAISDECK	CJ610-6	13.50	77.8	10	8,13
BOEING	B-737-400	CFM56-3-B1	138.50	77.7	5	8,15
BOEING	B-767-200	CF6-80C2B4	387.00	77.7	1	8,15
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	77.7	-	4
BAe	BAe 146-300A	ALF-502R-5	95.00	77.6	18	8,15,23
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	77.4	0	8,15
FAIRCHILD	F-27-F	RR DART MK529	38.50	77.3	-	11
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
BOEING	B-767-200	JT9D-7R4D	315.00	77.1	1	8,15
BOEING	B-767-300	CF6-80C2B4	380.00	77.1	5	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-300B1	CF6-50A	302.00	76.8	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	76.8	-	4,8,9
BAe	BAe 146-200A	ALF-502R-5	93.00	76.7	18	8,15,22
BOEING	B-737-300	CFM56-3-B1	135.00	76.6	1	8,15
BAe	BAe 146-200A	ALF-502R-3A/-5	89.50	76.5	18	8,15,22
BAe	HS-125-700A	TFE-731-3	25.50	76.1	-	8,15,20
BOEING	B-757-200	RB211-535C	240.00	76.1	5	8,15
BOEING	B-767-300	CF6-80C2B6	380.00	76.1	5	8,15
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	76.0	-	4
AIRBUS	A-300B2-1C	CF6-50C	302.00	76.0	-	4,8,9
FOKKER	F-27 MK500/600	MK552-7R	45.90	76.0	0	15,16
FOKKER	F-27-100	RR DART6 MK514	39.00	76.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	76.0	-	10
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	75.9	-	4,8,9
BAe	HS-125-600A	TFE-731-3	25.50	75.8		8,15
BAe	HS-125-700A	TFE-731-3	25.50	75.8	-	8,15
BOEING	B-767-200	CF6-80A	315.00	75.8	1	8,15
BOEING	B-767-200	CF6-80C2B2	351.00	75.8	1	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	75.7	5	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	75.6	1	8,15
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	75.5	15	
BAe	HS-125-700A	TFE-731-3	24.20	75.4		8,15
BOEING	B-737-400	CFM56-3B-2	138.50	75.3	5	8,15
FOKKER	F-27 MK500/600	MK552-7R	45.00	75.3	0	15,16
BEECH	C35	E-185-11	2.70	75.0	-	11
BEECH	E35	E-225-8	2.70	75.0	-	11
BOEING	B-757-200	PW2037(BG-3)	250.00	75.0	5	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	74.8	5	8,15
BOEING	B-757-200	PW 2037	240.00	74.7	5	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	74.7	0	8,15
LEARJET	LEARJET 24F	CJ610-6	12.90	74.6	20	4,8
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
BOEING	B-767-300	CF6-80A	300.00	74.4	5	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	74.3	5	8,15
CESSNA	207	IO-520-F	3.80	74.3	-	11
GENERAL DYNAMICS	CV-580	501-D13	54.60	74.3	-	10
BOEING	B-767-200	CF6-80C2B4	351.00	73.8	1	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	73.7	-	8,15
BOEING	B-767-300	CF6-80A2	300.00	73.7	5	8,15
BOEING	B-757-200	PW-2037(BG-3)	240.00	73.2	5	8,15
LEARJET	LEARJET 24E	CJ610-6	12.90	73.1	20	4,8
BEECH	B55	IO-470-L	5.10	73.0	-	11
BOEING	B-757-200	RB211-535C	220.00	73.0	5	8,15
BOEING	B-757-200	RB211-535E4-B	255.50	73.0	5	8,15
CESSNA	T210L	TSIO-520-R	3.80	73.0	-	11
AIRBUS	A-320-231	V2500.A1	162.00	72.9		8,15

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-757-200	PW2040	250.00	72.9	5	8,15
BOEING	B-767-200	JT9D-7R4D	282.00	72.9	1	8,15
BAe	BAe 146-100A	ALF-502R-3A/-5	84.00	72.4	18	8,15,22
BAe	HS-125-3A/RA	TFE-731-3	23.60	72.4	-	8,15
BAe	HS-125-400A	TFE-731-3	23.60	72.4	-	8,15
BOEING	B-757-200	RB211-535E4-B	250.00	72.1	5	8,15
IAI	1125 ASTRA	TFE-731-3A-200G	24.65	72.1	12	8,15
BOEING	B-757-200	PW 2037	223.80	72.0	5	8,15
DASSAULT BREGUET	FALCON 20-C5/D5/E5	TFE-731-5AR	29.10	72.0	15	8,15
FOKKER	FOKKER-100	RR TAY MK620-15	95.00	72.0	-	15
PIPER	PA-28-235	O-540-B4B5	3.00	72.0	-	11
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	71.9	-	8,12
BEECH	BEECHJET 400	JT15D-5	15.80	71.8	-	15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	71.8	-	15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.00	71.7	5	8,12
IAI	1124IW WESTWIND IW	TFE-731-3-1G	23.50	71.7	12	15
LEARJET	LEARJET 35A	TFE731-2	18.00	71.6	8	15
LEARJET	LEARJET 36A	TFE731-2	18.00	71.6	8	15
SHORTS	SKYVAN	TPE-331-201	12.50	71.6	15	
BOEING	B-737-300	CFM56-3B-2	124.50	71.5	1	8,15
BOEING	B-757-200	PW-2037(BG-3)	230.00	71.4	5	8,15
BOEING	B-757-200	RB211-535E4	240.00	71.4	5	8,15
CESSNA	210	IO-520-L	3.80	71.4	-	10,11
BOEING	B-767-200	CF6-80A	279.90	71.3	1	8,15
BAe	HS-125-1A	TFE-731-3	21.70	71.2		8,15
BAe	HS-125-3A	TFE-731-3	21.70	71.2		8,15
BOEING	B-757-200	PW2040	240.00	71.2	5	8,15
SHORTS	3-30	PT6A-45A	22.40	71.2	-	8,15
BEECH	C99 AIRLINER	PT6A-34	11.30	71.1	-	5,11
BEECH	35-B33	IO-470-K	3.00	71.0	-	10,11
BEECH	A36	IO-520-BA	3.60	71.0	-	11
BEECH	BJ6TC BONANZA	TSIO-520U	3.85	71.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	71.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	71.0	-	11
CESSNA	TU206G	TSIO-520-H	3.60	71.0	-	11
EMBRAER	EMB 110-P2	PT6A-34	12.50	71.0	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	71.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	71.0	-	15
PIPER	PA-31-350	TIO-540-J2BD	7.00	71.0	-	11
PIPER	PA-32-300	IO-540-K1G5D	3.40	71.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	71.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	71.0	-	11
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	70.9	20	8,15
SABRELINER CORP.	SABRE 65	TPE-731-3R-1D	24.00	70.8	-	8,12

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-320-211	CFM56-5A1	149.90	70.7	-	8,15
BOEING	B-757-200	RB211-535E4-B	240.00	70.6	5	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	20.00	70.6	-	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	29.10	70.6	10	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	70.6	8	4
BAe	HS-125-1A	TFE-731-3	21.20	70.4	-	8,15
LEARJET	LEARJET 35	TFE731-2	17.00	70.4	8	4
AIRBUS	A-320-231	V2500.A1	149.90	70.3		8,15
BOEING	B-767-200	CF6-80C2B2	300.00	70.3	1	8,15
IAI	1124A WESTWIND II	TFE-731-3-1G	23.50	70.3	12	15
IAI	1125 ASTRA	TFE-731-3A-200G	23.50	70.3	12	8,15
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	70.3	-	10,11
CESSNA	206	IO-520-A	3.30	70.2	-	11
BEECH	35-C33A	IO-520-B	3.30	70.0	-	11
BEECH	F33A	IO-520-B	3.40	70.0	-	11
BEECH	K35,M35	IO-470-C	3.00	70.0	-	11
CESSNA	182P	O-470-S	3.00	70.0	-	10,11
CESSNA	320C	TSIO-470-D	5.20	70.0	-	11
CESSNA	337H	IO-360-G	4.60	70.0	-	11
PIPER	601P	IO-540-S1A5	6.00	70.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	70.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	70.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	70.0	-	11
BOEING	B-757-200	PW-2037(BG-3)	220.00	69.9	5	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15,
BAe	125-800	TFE-731-5R-1H	27.40	69.7	-	8,15
BEECH	H18	R-985AN-14B	9.90	69.6	-	11
BOEING	B-757-200	PW2040	230.00	69.6	5	8,15
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	69.5	-	5,11
DEHAVILLAND	DHC-8	PW120	33.00	69.4	-	
CESSNA	CITATION III (650)	TFE-731-3B-100S	22.00	69.3	7	7,8,15
DASSAULT BREGUET	FALCON 900	TFE-731-5A	45.50	69.2	7	8,12
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	69.2	-	10,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	69.2	-	10,11
BAe	BAe 146-100A	ALF-502R-3A/-5	76.00	69.1	18	8,15,22
BEECH	V35B (3BLD)	IO-520-B	3.40	69.0	-	11
CESSNA	180	O-470-J	2.80	69.0	-	11
CESSNA	182Q	O-470-U	3.00	69.0	-	10,11
DEHAVILLAND	DHC-7	PT6A-50	43.50	69.0	-	4
GULFSTREAM	GULFSTREAM I	MK529 W/HUSHKIT	35.10	69.0	-	15
PIPER	PA-31-310	TIO-540-A2C	6.50	69.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	69.0	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	68.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	68.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	68.8	-	5,11
CESSNA	CITATION III (650)	TFE-731-3B-100S	21.50	68.8	7	8,15

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
CESSNA	560	JT15D-5A	15.90	68.7	7	8,15
LEARJET	LEARJET 55B	TFE-731-3A-2B	21.50	68.4	-	8
AEROSPATIALE	ATR-42	PW 120	37.50	68.3	-	12
BOEING	B-757-200	RB211-535E4	220.00	68.3	5	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	68.3	15	13
BOEING	B-757-200	PW2040	220.00	68.1	5	8,15
BEECH	C90	PT6A-21	9.70	68.0	-	10
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	68.0	-	11
CESSNA	170B	C-145-2H	2.20	68.0	-	11
CESSNA	310Q	IO-470-V0	5.20	68.0	-	10,11
CESSNA	402C	TSIO-520-VB	6.90	68.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	68.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	68.0	-	11
SHORTS	3-60	PT6A-65R	26.40	67.9	5	8,15
BEECH	A36 BONANZA	IO-550-B	3.65	67.8	-	11
BOEING	B-757-200	RB211-535E4-B	220.00	67.6	5	8,15
IAI	1124 WESTWIND	TFE731-3-1G	22.90	67.4	20	8,15
CESSNA	CITATION I	JT15D-1A	11.90	67.3	15	15
BEECH	58 (2BLD)	IO-520-C	5.40	67.0	-	11
BEECH	58TC	TSIO-520-WB	6.20	67.0	-	10,11
BEECH	E55 (2 BLD)	IO-520-C	5.30	67.0	-	11
CESSNA	401	TSIO-520-E	6.30	67.0	-	11
CESSNA	414A	TSIO-520-N	6.80	67.0	-	11
CESSNA	500	JT15D-1	10.90	67.0	15	15
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.0	-	4
LEARJET	LEARJET 55	TFE-731-3B	20.50	67.0	-	8,15
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	67.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	67.0	-	11
CANADAIR	CHALLENGER 600	ALF-502L	40.40	66.9	20	12
GULFSTREAM	GULFSTREAM IV	RR TAY 610-8	71.70	66.9	20	
BEECH	1900/1900C	PT6A-65B	16.60	66.5	-	10
CANADAIR	CHALLENGER 601	CF34-1A	43.10	66.4	-	15
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	66.3	-	
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	66.1	-	
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	66.1	15	8,15
BEECH	58P	TSIO-520WB	6.20	66.0	-	10,11
BEECH	99A	PT6A-27	10.40	66.0	-	4
BEECH	B80	IGSO-540-A1D	8.80	66.0	-	11
CESSNA	185F	IO-520-D	3.40	66.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	66.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	66.0	-	10
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	66.0	-	4
PIPER	PA-60-600	IO-540-K1J5	5.50	66.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	66.0	-	11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	65.9	-	11
LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.00	65.6	-	8,15

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.00	65.6	-	8,15
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	27.30	65.3	15	12
CESSNA	CITATION II (550)	JT15D-4	14.10	65.2	0	8,15
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	65.1	-	11
LEARJET	LEARJET 35A/36A	TFE-731-2	18.30	65.1	8	8,15
BEECH	A24R	IO-360-A1B6	2.80	65.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	65.0	-	4
CESSNA	177RG	IO-360-A1B6	2.80	65.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	65.0	-	11
MOONEY	M20C	O-360-A1D	2.60	65.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	65.0	-	11
CESSNA	CARAVAN I	PT6A-114	7.30	64.9	10	
CESSNA	S550 (SII)	JT15D-4B	15.10	64.8	7	8,15
MOONEY	M20M	TIO-540-AF1A	3.37	64.8		11,21
BEECH	300/300C KING AIR	PT6A-60A	14.00	64.7	-	
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	64.2	10	8,15
GULFSTREAM	680FL	IGSO-540-B1A	8.50	64.0	-	11
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	64.0	-	4
PIPER	PA-34-200T	TSIO-360-E	4.80	64.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	64.0	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.9		11,21
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	63.8	15	4
BAe	JETSTREAM 31	TPE331-10U-501H	15.20	63.7	-	15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	63.2	15	12
MAULE	MX7-235	O540-JIA5D	2.50	63.2	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	63.0	-	11
BEECH	B60	TIO-541-E1C4	6.80	63.0	-	10,11
BEECH	C24R	IO-360-A1B6	2.80	63.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	63.0	-	11
CESSNA	172N	O-320-H2AD	2.30	63.0	-	10
CESSNA	CONQUEST I	PT6A-112	8.20	63.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	63.0	-	5,11
GULFSTREAM	112	IO-360-C1D6	2.70	63.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	63.0	-	4
PIPER	PA-28-200	IO-360-C1C	2.70	63.0	-	
CESSNA	CITATION II (550)	JT15D-4	13.30	62.6	15	15
BEECH	76	IO-360-A1G6D	3.90	62.0	-	11
BEECH	A100	PT6A-28	11.50	62.0	-	4
BEECH	F90 KINGAIR	PT6A-135	10.90	62.0	-	5,11
GULFSTREAM	695	TPE-331-10	10.30	62.0	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	62.0	-	5,11
PIPER	PA-31T	PT6A-28	9.00	62.0	-	4
PIPER	PA-44-180	O-360-E1A6D	3.80	62.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	62.0	-	11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	61.7	-	10
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	61.6	-	5,11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	B100 KINGAIR	TPE-331-6	11.80	61.5	-	11
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	61.3	-	5,11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
CESSNA	404	GTSIO-520-M	8.40	61.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	61.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	60.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	60.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	60.0	-	11
BEECH	C23	O-360-A4K	2.50	59.0	-	11
GULFSTREAM	560E	GO-480-C1B6	6.50	59.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	59.0	-	11
BEECH	A-23	IO-360-A	2.40	58.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	58.0	-	11
BELLANCA	8GCBC	O-360-C2E	2.20	58.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	58.0	-	4
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	57.4	-	10,11
GULFSTREAM	AA-1B	O-235	1.60	57.1	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	57.0	-	11
BEECH	77	O-235-L2C	1.70	56.0	-	11
CESSNA	150	O-200-A	1.60	56.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	56.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	56.0	-	11
CESSNA	150M	O-200-A	1.60	55.0	-	11
CESSNA	152	O-235-L2C	1.70	55.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	53.0	-	11
BELLANCA	7GCAA	O-320-A2B	1.70	51.0	-	4

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602		109.5	-	4,8
LOCKHEED	1329 JETSTAR	JT12A-8	35.00	101.0	50	8,13
IAI	1121 COMMODORE	CJ610-5	18.50	100.0	-	4
IAI	1123 WESTWIND	CJ610-9	19.00	99.0	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	19.40	99.0	-	13
BAe	HS-125-3A/R	VIPER-522	20.00	98.7	50	8,15
BAe	HS-125-3A/RA	VIPER-522	20.00	98.7	45	8,15
BAe	HS-125-400A	VIPER-522	20.00	98.7	45	8,15
BAe	1-11-500	SPEY-MK512	87.00	98.6	45	4
BAe	HS-125-1A	VIPER-522	19.60	98.5	50	8,15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	247.00	98.4	25	8
BOEING	B-747-100	JT9D-7F	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7FWET	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7WET	585.00	97.3	30	4,6
MCDONNELL DOUG.	DC10-30	CF6-50C1	411.00	97.3	50	15
BOEING	B-747-100	JT9D-7	564.00	97.2	30	4,6
BOEING	B-747-200	JT9D-7FWET	630.00	97.2	30	4,6
BOEING	B-747-200	RB211-524B	630.00	97.2	30	4
MCDONNELL DOUG.	DC10-30	CF6-50C1	403.00	97.1	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	403.00	97.1	50	15
BOEING	B-747-200	JT9D-7WET	630.00	96.7	30	4,6
BOEING	B-747-200	JT9D-7F	564.00	96.6	30	4,6
MCDONNELL DOUG.	DC10-30	CF6-50CA	424.00	96.3	50	15
BAe	1-11-400	SPEY-MK511	78.00	96.2	45	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C	411.00	96.2	50	15
BOEING	B-747-200	JT9D-3AWET	585.00	96.1	30	4,6
BOEING	B-747-200	JT9D-7	564.00	96.1	30	4,6
BOEING	B-747-SR	JT9D-7A	564.00	96.1	30	4,6
BAe	HS-125-600A	VIPER 601	22.00	96.0	45	8,15,16
BOEING	B-727-100	JT8D-9FCD	137.50	96.0	40	3,8,15
MCDONNELL DOUG.	DC-8-63 W/ADC QN	JT3D-3B	245.00	96.0	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50A	403.00	96.0	50	15
MCDONNELL DOUG.	DC9-30	JT8D-7	99.00	96.0	50	8,15
BOEING	B-747-200	JT9D-3A	564.00	95.9	30	4,6
MCDONNELL DOUG.	DC-8-63F W/ADC QN	JT3D-7	245.00	95.9	50	8,15
MCDONNELL DOUG.	DC10-10	CF6-6D	363.50	95.7	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	363.50	95.7	50	15
MCDONNELL DOUG.	DC9-10	JT8D-7	81.70	95.7	50	8,15
BOEING	B-747-SR	JT9D-7A	564.00	95.6	30	4,6
BOEING	B-747-200	CF6-50E	630.00	95.5	30	4
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-3B	250.00	95.4	50	8,15
SABRELINER CORP.	SABRE 60A	JT12A-8	20.60	95.4	-	8,12
BOEING	B-747-200	JT9D-70A	630.00	95.2	30	4
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-7	275.00	95.2	35	8,15
MCDONNELL DOUG.	DC10-10	CF6-6D	363.50	95.1	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C2	411.00	95.1	50	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC10-30	CF6-50C2B	411.00	95.1	50	8,15
MCDONNELL DOUG.	DC10-40	JT9D-20	403.00	94.9	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	403.00	94.9	35*	15
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.7	42	4
LEARJET	LEARJET 24D	CJ610-6	11.90	94.7	40	4,8,17
MCDONNELL DOUG.	DC10-10	CF6-6D1	363.50	94.7	50	15
BOEING	B-727-100	JT8D-7FCD	137.50	94.5	40	3,8,14,15
MCDONNELL DOUG.	DC-8-50 W/QNC QN	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC-8-61 W/QNC QN	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC10-40	JT9D-20	403.00	94.5	50	15
BOEING	B-747-200	CF6-50E	585.00	94.4	30	4
BAe	1-11-200	SPEY-MK506	71.00	94.3	45	15
MCDONNELL DOUG.	DC10-30	CF6-50C2	403.00	94.2	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	424.00	94.2	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-6K	403.00	94.2	50	15
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.1	42	4
LEARJET	LEARJET 25B/C	CJ610-6	13.30	93.8	40	4,8,18
MCDONNELL DOUG.	DC9-30	JT8D-9	99.00	93.8	50	8,15
SABRELINER CORP.	SABRE 70	JT12A-8	18.50	93.8	-	8,12
BOEING	B-747-SP	JT9D-7FWET	475.00	93.5	30	4,6
MCDONNELL DOUG.	DC10-30	CF6-50C1	421.00	93.5	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50A	403.00	93.4	35*	15
BOEING	B-747-SP	JT9D-7A	450.00	93.1	30	4,6
BOEING	B-747-SP	JT9D-7F	475.00	93.1	30	4,6
DASSAULT BREGUET	FALCON 20	CF700-2D-2	27.30	93.1	40	8,15
MCDONNELL DOUG.	DC10-30	CF6-50A	403.00	93.0	35*	15
BOEING	B-747-SP	JT9D-7A	450.00	92.8	30	4,6
LOCKHEED	L-1011-1	RB211-22C	358.00	92.7	42	
BAe	1-11-400	MK511-W/HUSHKIT	78.00	92.5	45	15
MCDONNELL DOUG.	DC9-50	JT8D-17	110.00	92.3	50	1,8,15
BOEING	B-727-100	JT8D-9FCD	137.50	92.2	30*	3,8,15
MCDONNELL DOUG.	DC9-30	JT8D-17	101.00	92.2	50	1,8,15
BOEING	B-737-200	JT8D-15QN	101.00	92.1	40	2,8,15
LOCKHEED	L-1011	RB211-22B	358.00	92.1	42	4,5
BOEING	B-737-200	JT8D-9QN	101.70	92.0	40	2,8,14,15
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	11.90	92.0	40	8,13
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	13.30	92.0	40	8,13
MCDONNELL DOUG.	DC9-50	JT8D-15	110.00	92.0	50	1,8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	17.50	92.0	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	17.50	92.0	24	8,12
BOEING	B-737-200	JT8D-15QN	101.00	91.9	40	2,8,15
BOEING	B-737-200	JT8D-9QN	103.00	91.9	40	2,8,14,15
BOEING	B-767-300	JT9D-7R4D(B)	320.00	91.7	30	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	91.7	30	8,15
BOEING	B-737-200	JT8D-17QN	101.00	91.6	40	2,8,14,15
AIRBUS	A-300B4-2C	CF6-50C	293.30	91.5	25	4,8,9

ESTIMATED MAXIMUN A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	6.96	91.5	55	19
AIRBUS	A-300B1	CF6-50A	269.00	91.4	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	91.4	15*	4,8,9
LOCKHEED	L-1011-1	RB211-22C	358.00	91.4	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	91.3	25	4,8,9
BOEING	B-767-200	JT9D-7R4E	300.00	91.3	30	8,15
LOCKHEED	L-1011	RB211-22B	358.00	91.3	33*	4,5
MCDONNELL DOUG.	DC10-10	CF6-6D	363.50	91.1	35*	15
BOEING	B-737-200	JT8D-17QN	103.50	91.0	40	2,8,14,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	22.00	91.0	-	12
AIRBUS	A-300B	CF6-50A	269.00	90.9	25	4,8
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.9	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.9	25	4,8,9
MCDONNELL DOUG.	DC9-30	JT8D-15	101.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-11	102.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-15	102.00	90.9	50	1,8,15
BOEING	B-737-200	JT8D-9QN	95.00	90.8	40	2,8,14,15
LOCKHEED	L-1011-1	RB211-22C	358.00	90.8	33*	8
MCDONNELL DOUG.	DC9-30	JT8D-9	99.00	90.8	50	1,8,15
AIRBUS	A-300B1	CF6-50A	269.00	90.7	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	90.7	15*	4,8,9
BOEING	B-737-400	CFM56-3B-2	124.00	90.7	40	8,15
BOEING	B-737-400	CFM56-3C-1	124.00	90.7	40	8,15
BOEING	B-767-300	JT9D-7R4D(B)	280.00	90.7	30	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	90.7	30	8,15
BOEING	B-727-200	JT8D-7QN	142.50	90.6	40	2,8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	90.6	39	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	99.00	90.6	50	1,8,15
BOEING	B-757-200	RB211-535C	198.00	90.5	30	8,15
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.4	15*	4,8,9
BOEING	B-737-400	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	90.4	40	8,15
BOEING	B-767-200	JT9D-7R4D	257.00	90.4	30	8,15
BAe	1-11-200	MK506-W/HUSHKIT	71.00	90.3	45	15
MCDONNELL DOUG.	DC10-10	CF6-6D	363.50	90.3	35*	15
SABRELINER CORP.	SABRE 75A	CF700-2D-2	22.00	90.3	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	22.00	90.3	25	12
BOEING	B-767-300	JT9D-7R4D(B)	320.00	90.2	25*	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	90.2	25*	8,15
MCDONNELL DOUG.	DC10-40	JT9D-20	403.00	90.2	35*	15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	27.30	90.1	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-300B4-2C	CF6-50C	293.30	90.0	15*	4,8,9
LOCKHEED	L-1011-1	RB211-22C	358.00	90.0	33*	4,8
MCDONNELL DOUG.	DC9-40	JT8D-11	102.00	90.0	50	1,8,15
NIHON	YS-11A-200	DART MK 542	52.90	90.0	-	5
BOEING	B-737-300	CFM56-3-B1	115.00	89.9	40	8,15
BOEING	B-737-300	CFM56-3B-2	115.00	89.9	40	8,15
MCDONNELL DOUG.	DC9-30	JT8D-7	99.00	89.9	50	1,8,15
BOEING	B-737-300	CFM56-3-B1	114.00	89.8	40	8,15
BOEING	B-737-300	CFM56-3B-2	114.00	89.8	40	8,15
MCDONNELL DOUG.	DC10-10	CF6-6D1	363.50	89.8	35*	15
LEARJET	LEARJET 23	CJ610-1	11.90	89.7	-	4,8
BOEING	B-767-200	JT9D-7R4E	300.00	89.5	25*	8,15
LOCKHEED	L-188	501-D13	95.70	89.5	-	4,8
MCDONNELL DOUG.	DC9-50	JT8D-15	110.00	89.5	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	104.00	89.5	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	110.00	89.5	40*	1,8,15
LEARJET	LEARJET 24D	CJ610-6	11.90	89.4	40	8
MCDONNELL DOUG.	DC10-40	JT9D-20	403.00	89.4	35*	15
BOEING	B-757-200	RB211-535C	198.40	89.3	25*	8,15
BOEING	B-767-200	JT9D-7R4D	270.00	89.2	25*	8,15
BOEING	B-727-100	JT8D-7FCD	137.50	89.1	30*	3,8,14,15
BOEING	B-767-300	JT9D-7R4D(B)	280.00	89.1	25*	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	89.1	25*	8,15
MCDONNELL DOUG.	DC9-10	JT8D-7	81.70	89.1	50	1,8,15
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.70	88.9	-	4,8
BOEING	B-727-200	JT8D-15QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	158.00	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	88.9	40	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	88.9	40	2,8,14,15
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	41.50	88.8	27	8,15
BAe	BAe-748 SERIES 2B	RR-DART-MK535	43.00	88.8	27	8,15
BOEING	B-737-200	JT8D-7QN	95.00	88.8	40	2,8,14
BOEING	B-737-200	JT8D-7QN	98.00	88.8	40	2,8,14
BOEING	B-767-300	CF6-80A	320.00	88.8	30	8,15
BOEING	B-767-300	CF6-80A2	320.00	88.8	30	8,15
BOEING	B-767-300	CF6-80C2B4	320.00	88.8	30	8,15
BOEING	B-767-300	CF6-80C2B6	320.00	88.8	30	8,15
MCDONNELL DOUG.	DC8-71	CFM56-2-C1	245.00	88.8	46	
MCDONNELL DOUG.	DC10-30	CF6-6K	403.00	88.7	35*	8,15
BOEING	B-767-200	CF6-80A	257.00	88.6	30	8,15
BOEING	B-767-300	CF6-80A	280.00	88.6	30	8,15
BOEING	B-767-300	CF6-80A2	280.00	88.6	30	8,15
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	245.00	88.6	46	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	245.00	88.6	46	
BOEING	B-737-400	CFM56-3B-2	124.00	88.5	30*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-400	CFM56-3C-1	124.00	88.5	30*	8,15
BOEING	B-767-300	CF6-80A	320.00	88.5	25*	8,15
BOEING	B-767-300	CF6-80A2	320.00	88.5	25*	8,15
BOEING	B-767-200	CF6-80A	270.00	88.4	25*	8,15
BOEING	B-767-300	CF6-80A	280.00	88.4	25*	8,15
BOEING	B-767-300	CF6-80A2	280.00	88.4	25*	8,15
BOEING	B-737-200	JT8D-15QN	101.00	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-17QN	103.50	88.3	30*	2,8,14,15
BOEING	B-737-400	CFM56-3-B1	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	88.3	30*	8,15
LEARJET	LEARJET 24E	CJ610-6	11.90	88.3	40	4,8
LEARJET	LEARJET 24F	CJ610-6	11.90	88.3	40	4,8
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	36.00	88.3	50	4
BOEING	B-757-200	PW2037(BG-3)	210.00	88.2	30	8,15
BOEING	B-757-200	PW2040	210.00	88.2	30	8,15
LEARJET	LEARJET 25D	CJ610-6	13.30	88.2	40	8,13
LEARJET	LEARJET 25F	CJ610-6	13.30	88.2	40	4,8
FOKKER	F-27-200	MK532-7	41.00	88.1	-	5
BOEING	B-737-300	CFM56-3-B1	115.00	88.0	30*	8,15
BOEING	B-737-300	CFM56-3B-2	115.00	88.0	30*	8,15
BOEING	B-767-300	CF6-80C2B4	320.00	88.0	25*	8,15
BOEING	B-767-300	CF6-80C2B4	280.00	88.0	30	8,15
BOEING	B-767-300	CF6-80C2B6	320.00	88.0	25*	8,15
BOEING	B-767-300	CF6-80C2B6	280.00	88.0	30	8,15
BOEING	B-737-200	JT8D-9QN	103.00	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	95.00	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	101.70	87.9	30*	2,8,14,15
BOEING	B-737-300	CFM56-3-B1	114.00	87.9	30*	8,15
BOEING	B-737-300	CFM56-3B-2	114.00	87.9	30*	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	87.9	30	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	87.9	25*	8,15
BOEING	B-767-200	CF6-80C2B2	270.00	87.9	30	8,15
BOEING	B-767-200	CF6-80C2B4	300.00	87.9	25*	8,15
BOEING	B-767-200	CF6-80C2B4	300.00	87.9	30	8,15
BOEING	B-767-200	CF6-80C2B4	270.00	87.9	30	8,15
BOEING	B-767-300	CF6-80C2B4	280.00	87.9	25*	8,15
BOEING	B-767-300	CF6-80C2B6	280.00	87.9	25*	8,15
BOEING	B-767-200	CF6-80C2B2	270.00	87.8	25*	8,15
BOEING	B-767-200	CF6-80C2B4	270.00	87.8	25*	8,15
BOEING	B-757-200	PW-2037(BG-3)	198.00	87.7	30	8,15
BOEING	B-757-200	PW2040	198.00	87.7	30	8,15
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	35.70	87.6	48	8,15
BOEING	B-727-200	JT8D-7QN	142.50	87.4	30*	2,8,15
BAe	BAe 146-300A	ALF-502R-5	83.00	87.3	33	8,15,22
BAe	BAe 146-200A	ALF-502R-5	81.00	87.2	33	8,15,22

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-757-200	PW 2037	198.00	87.1	30	8,15
BOEING	B-757-200	PW2037(BG-3)	210.00	87.1	25	8,15
BOEING	B-757-200	PW2040	210.00	87.1	25	8,15
BAe	BAe 146-100A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAe	BAe 146-200A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAe	BAe 146-300A	ALF-502R-5	84.50	87.0	33	8,15,22
FAIRCHILD	F-27-F	RR DART MK529	36.70	87.0	-	11
FOKKER	F-27-500/600	MK532-7R	42.00	86.8	-	5
BOEING	B-757-200	PW-2037(BG-3)	198.00	86.6	25*	8,15
BOEING	B-757-200	PW2040	198.00	86.6	25	8,15
BAe	BAe 146-100A	ALF-502R-3A/-5	72.40	86.5	33	8,15,22
FOKKER	F-28 MK4000	SPEY MK555-15H	64.00	86.3	-	
BOEING	B-757-200	PW 2037	198.00	86.2	25*	8,15
DASSAULT BREGUET	FALCON 10	TFE-731-2	17.20	86.2	52	8,15
BAe	HS-125-600A	TFE-731-3	22.00	86.1	45	8,15
BAe	HS-125-700A	TFE-731-3	22.00	86.1	45	8,15
BOEING	B-727-200	JT8D-15QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	150.00	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	86.1	30*	2,8,14,15
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.00	86.0	-	4
BAe	HS-125-3A	TFE-731-3	20.00	86.0	45	8,15
BAe	HS-125-700A	TFE-731-3	22.00	86.0	45	8,15,20
BAe	BAe 146-200A	ALF-502R-5	81.00	85.9	33	8,15,23
BAe	BAe 146-300A	ALF-502R-5	83.00	85.9	33	8,15,23
GULFSTREAM	GULFSTREAM I	RR DART MK529	33.60	85.9	-	15
BAe	BAe 146-300A	ALF-502R-5	84.50	85.8	33	8,15,23
BAe	HS-125-1A	TFE-731-3	19.60	85.8	45	8,15
BOEING	B-737-200	JT8D-7QN	95.00	85.8	30*	2,8,14
GENERAL DYNAMICS	CV-580	501-D13	52.00	85.7	-	10
AIRBUS	A-320-211	CFM56-5A1	142.20	85.6	35	8,15
BAe	HS-125-3A/RA	TFE-731-3	20.00	85.5	45	8,15
BAe	HS-125-400A	TFE-731-3	20.00	85.5	45	8,15
BOEING	B-757-200	RB211-535E4-B	210.00	85.5	30	8,15
BOEING	B-757-200	RB211-535E4-B	210.00	85.3	25*	8,15
BOEING	B-757-200	RB211-535E4	198.00	85.2	30	8,15
BOEING	B-757-200	RB211-535E4-B	198.00	85.2	30	8,15
BAe	125-800	TFE-731-5R-1H	23.40	85.0	45	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	85.0	40	8,15
BOEING	B-757-200	RB211-535E4	198.00	84.9	25*	8,15
BOEING	B-757-200	RB211-535E4-B	198.00	84.9	25*	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	20.00	84.8	37	7,8,15
AIRBUS	A-320-231	V2500.A1	142.20	84.7	40	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BAe	VISCOUNT 745	RR DART6 MK510	64.00	84.6	-	11
AIRBUS	A-320-211	CFM56-5A1	142.20	84.4	20*	8,15
AEROSPATIALE	ATR-42	PW 120	37.10	84.3	-	12
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	84.3	40	8,15
IAI	1124A WESTWIND II	TFE-731-3-1G	19.00	84.2	40	15
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	84.2	40	8,15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	28.80	84.1	40	8,12
DEHAVILLAND	DHC-7	PT6A-50	42.00	84.0	-	4
DOUGLAS	DC-3	R-1830-90C	24.40	84.0	-	5
GENERAL DYNAMICS	CV-440	R-2800	47.20	84.0	-	5
IAI	1124 WESTWIND	TFE731-3-1G	19.00	84.0	40	8,15
IAI	1124IW WESTWIND IW	TFE-731-3-1G	19.00	84.0	40	15
SHORTS	SD3-60-300	PT6A-67R	26.50	84.0	30	13
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.7	40	8,15
BAe	HS-125-600A	TFE-731-3	22.00	83.6	25*	8,15
BAe	HS-125-700A	TFE-731-3	22.00	83.6	25*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	83.6	28*	8,15
BAe	HS-125-3A	TFE-731-3	20.00	83.5	25*	8,15
BAe	HS-125-700A	TFE-731-3	22.00	83.5	25*	8,15,20
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	83.5	28*	8,15
BAe	HS-125-1A	TFE-731-3	19.60	83.3	25*	8,15
FOKKER	FOKKER-100	RR TAY MK620-15	88.00	83.3	42	15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.3	28*	8,15
AIRBUS	A-320-231	V2500.A1	142.20	83.1	20*	8,15
LEARJET	LEARJET 35	TFE731-2	14.30	83.1	40	4
LEARJET	LEARJET 36	TFE731-2	14.30	83.1	40	4
BAe	HS-125-3A/RA	TFE-731-3	20.00	83.0	25*	8,15
BAe	HS-125-400A	TFE-731-3	20.00	83.0	25*	8,15
BEECH	BEECHJET 400	JT15D-5	14.20	83.0	-	15
CESSNA	CITATION III (650)	TFE-731-3B-100S	17.00	83.0	37	8,15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	14.20	83.0	-	15
FOKKER	F100	RR TAY MK650-15	88.00	82.8	42	8,15
FOKKER	F-27-100	RR DART6 MK514	37.50	82.6	-	11
GULFSTREAM	GULFSTREAM IIB	SPEY MK511-8	58.50	82.5	20*	8,15,16
GULFSTREAM	GULFSTREAM III	SPEY MK511-8	58.50	82.5	20*	8,15,16
DASSAULT BREGUET	FALCON 10	TFE-731-2	17.20	82.1	30*	8,15
FOKKER	F100	RR TAY MK650-15	88.00	82.1	25*	8,15,
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	35.70	82.0	20*	8,15
LEARJET	LEARJET 55B	TFE-731-3A-2B	18.00	81.9	-	8
DASSAULT BREGUET	FALCON 20-C5/D5/E5	TFE-731-5AR	27.76	81.8	40	8,15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	81.8	45	12
SHORTS	3-30	PT6A-45A	22.10	81.8	-	8,15
CANADAIR	CHALLENGER 600	ALF-502L	36.00	81.7	45	12
LEARJET	LEARJET 35A	TFE731-2	15.30	81.7	40	15
LEARJET	LEARJET 35A/36A	TFE-731-2	15.30	81.7	40	8,15
LEARJET	LEARJET 36A	TFE731-2	15.30	81.7	40	15
SABRELINER CORP.	SABRE 65	TFE-731-3R-1D	21.80	81.7	-	8,12
LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 55	TFE-731-3B	17.00	81.5	-	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	20.00	81.4	20*	7,8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	19.00	81.1	20*	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	27.76	81.0	40	8,15
DASSAULT BREGUET	FALCON 900	TFE-731-5A	42.00	81.0	20*	8,12
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	58.50	80.7	39	8,15
DEHAVILLAND	DHC-8	PW120	32.00	80.6	35	
GULFSTREAM	GULFSTREAM IV	RR TAY 610-8	58.50	80.6	39	
CESSNA	560	JT15D-5A	15.20	80.5	35	8,15
CANADAIR	CHALLENGER 601	CF34-1A	36.00	80.4	-	15
IAI	1125 ASTRA	TFE-731-3A-200G	20.70	80.4	40	8,15
SHORTS	3-60	PT6A-65R	26.10	80.1	30	8,15
BAe	BAe-748 SERIES 2B	MK535-W/HUSHKIT	43.00	80.0	27	8,15
BEECH	B60	TIO-541-E1C4	6.80	80.0	-	10,11
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	26.50	80.0	35	12
CESSNA	CITATION II (550)	JT15D-4	13.50	79.8	40	8,15
CESSNA	S550 (SII)	JT15D-4B	14.40	79.6	35	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	27.76	79.4	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES ***APPROACH***

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
FOKKER	F-27 MK500/600	MK552-7R	43.50	79.4	40	15,16
CESSNA	CITATION II (550)	JT15D-4	12.70	79.3	40	15
AEROSPATIALE	SN601 CORVETTE	JT15D-4	12.40	79.1	35	4
FOKKER	F-27 MK500/600	MK552-7R	41.00	79.1	40	15,16
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.00	78.5	-	10,11
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	78.5	-	5,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.00	78.5	-	10,11
PIPER	CHEYENNE 400LS	TPE-331-14	11.10	78.5	-	11
DEHAVILLAND	DHC-6	PT6A-27	12.50	78.0	-	4
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	10.60	77.9	-	5,11
GULFSTREAM	GULFSTREAM I	MK529 W/HUSHKIT	33.60	77.9	-	15
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	77.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	77.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	77.8	-	5,11
CESSNA	500	JT15D-1	10.90	77.7	40	15
CESSNA	CITATION I	JT15D-1A	11.40	77.7	40	15
GULFSTREAM	690C COMMANDER 840	TPE-331-5	9.70	77.4	-	5,11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.60	77.4	-	10
GULFSTREAM	695	TPE-331-10	9.70	77.4	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	9.70	77.4	-	5,11
BEECH	F90 KINGAIR	PT6A-135	10.90	77.3	-	5,11
SHORTS	SKYVAN	TPE-331-201	12.50	77.3	46	
MITSUBISHI	MU300 DIAMOND I	JT15D-4	13.20	77.2	30	8,12
BEECH	B100 KINGAIR	TPE-331-6	11.20	77.1	-	11
BEECH	C99 AIRLINER	PT6A-34	11.30	77.1	-	5,11
PIPER	PA-42 CHEYENNE	PT6A-41	9.40	77.1	-	10,11
BEECH	1900/1900C	PT6A-65B	16.10	77.0	-	10
BEECH	58P	TSIO-520WB	6.20	77.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	77.0	-	10,11
GULFSTREAM	500S	IO-540-E1B5	6.80	77.0	-	10
BEECH	B200/T/CT/C;C-12P(4 BLD)	PT6A-42	12.50	76.6	-	
CESSNA	CONQUEST II	TPE-331-8	9.80	76.5	-	5,11
EMBRAER	EMB 110-P2	PT6A-34	12.50	76.0	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	76.0	-	4
GULFSTREAM	690B	TPE-331-5-251K	9.70	76.0	-	10
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	76.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	10.20	76.0	-	4
BEECH	300/300C KING AIR	PT6A-60A	14.00	75.9	-	
BEECH	C90	PT6A-21	9.70	75.0	-	10
BEECH	H18	R-985AN-14B	9.50	75.0	-	11
CESSNA	CONQUEST I	PT6A-112	8.20	75.0	-	10,11
BAe	JETSTREAM 31	TPE331-10U-501H	14.60	74.7	-	15
DORNIER	DORNIER 228	TPE-331-5-252D	12.60	74.7	-	
BEECH	99A	PT6A-27	10.40	74.0	-	4

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	A100	PT6A-28	11.20	74.0	-	4
BEECH	B80	IGSO-540-A1D	8.80	74.0	-	11
BEECH	E55 (2 BLD)	IO-520-C	5.30	74.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	74.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	74.0	-	11
CESSNA	404	GTSIO-520-M	8.40	74.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	74.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.00	74.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	74.0	-	11
PIPER	PA-31-350	TIO-540-J2BD	7.00	74.0	-	11
PIPER	PA-31T	PT6A-28	9.00	74.0	-	4
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.40	73.8	-	11
CESSNA	310Q	IO-470-VO	5.20	73.7	-	10,11
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.40	73.3	-	11
BEECH	58 (2BLD)	IO-520-C	5.40	73.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	73.0	-	11
BEECH	B55	IO-470-L	5.10	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	73.0	-	11
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	73.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	73.0	-	11
CESSNA	320C	TSIO-470-D	5.20	73.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	73.0	-	11
CESSNA	401	TSIO-520-E	6.30	73.0	-	11
CESSNA	414A	TSIO-520-N	6.80	73.0	-	11
CESSNA	CARAVAN I	PT6A-114	7.30	73.0	-	
GULFSTREAM	560E	GO-480-C1B6	6.50	73.0	-	11
PIPER	601P	IO-540-S1A5	6.00	73.0	-	11
PIPER	PA-23-250	IO-540-C4B5	4.94	73.0	-	11
PIPER	PA-31-310	TIO-540-A2C	6.50	73.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	73.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	73.0	-	11
CESSNA	337H	IO-360-G	4.60	72.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	72.0	-	4
PIPER	PA-34-200T	TSIO-360-E	4.50	72.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.50	72.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	71.1	-	11
BEECH	76	IO-360-A1G6D	3.90	71.0	-	11
PIPER	PA-44-180	O-360-E1A6D	3.80	71.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	70.6	-	11
BEECH	35-B33	IO-470-K	3.00	68.0	-	10,11
CESSNA	210	IO-520-L	3.80	67.1	-	10,11
BEECH	35-C33A	IO-520-B	3.30	64.0	-	11
BEECH	A36	IO-520-BA	3.60	64.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	64.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	B36TC BONANZA	TSIO-520U	3.85	64.0	-	11
BEECH	F33A	IO-520-B	3.40	64.0	-	11
BEECH	V35B (3BLD)	IO-520-B	3.40	64.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	64.0	-	4
CESSNA	185F	IO-520-D	3.40	64.0	-	11
CESSNA	T210L	TSIO-520-R	3.80	64.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	64.0	-	11
CESSNA	TU206G	TSIO-520-M	3.60	64.0	-	11
PIPER	PA-32-300	IO-540-K1G5D	3.40	64.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	64.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	64.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	63.9	-	11
CESSNA	207	IO-520-F	3.80	63.8	-	11
CESSNA	206	IO-520-A	3.30	63.5	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.3		11,21
MOONEY	M20M	TIO-540-AF1A	3.37	63.3		11,21
BEECH	E35	E-225-8	2.70	63.0	-	11
BEECH	K35,M35	IO-470-C	3.00	63.0	-	11
CESSNA	180	O-470-J	2.80	63.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	63.0	-	11
PIPER	PA-28-235	O-540-B4B5	3.00	63.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	63.0	-	11
MAULE	MX7-235	0540-JIA5D	2.50	62.7	-	11
BEECH	A24R	IO-360-A1B6	2.80	62.0	-	11
BEECH	C23	O-360-A4K	2.50	62.0	-	11
BEECH	C24R	IO-360-A1B6	2.80	62.0	-	11
BEECH	C35	E-185-11	2.70	62.0	-	11
BELLANCA	8GCBC	O-360-C2E	2.20	62.0	-	11
CESSNA	172N	O-320-H2AD	2.30	62.0	-	10
CESSNA	177RG	IO-360-A1B6	2.80	62.0	-	11
GULFSTREAM	112	IO-360-C1D6	2.70	62.0	-	11
MOONEY	M20C	O-360-A1D	2.60	62.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	62.0	-	4
PIPER	PA-28-181	O-360-A4M	2.50	62.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	62.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	62.0	-	11
BEECH	A-23	IO-360-A	2.40	61.0	-	11
CESSNA	170B	C-145-2H	2.20	61.0	-	11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	61.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	61.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	61.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
PIPER	PA-28-200	IO-360-C1C	2.70	61.0	-	
BEECH	77	O-235-L2C	1.70	60.0	-	11
BELLANCA	7GCAA	O-320-A2B	1.70	60.0	-	4
PIPER	PA-38-112	O-235-L2C	1.70	60.0	-	11
CESSNA	150	O-200-A	1.60	59.0	-	11
CESSNA	150M	O-200-A	1.60	59.0	-	11
CESSNA	152	O-235-L2C	1.70	59.0	-	11
GULFSTREAM	AA-1B	O-235	1.60	59.0	-	11
CESSNA	182P	O-470-S	3.00	56.0	-	10,11
CESSNA	182Q	O-470-U	3.00	56.0	-	10,11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	52.0	-	10,11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
AEROSPATIALE	ATR-42	PW 120	37.50	37.10	84.3	68.3	-	12
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	23.00	86.0	76.0	-	4
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	22.70	88.9	78.3	-	4,8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	12.40	79.1	63.8	35	4
AIRBUS	A-300B	CF6-50A	302.00	269.00	90.9	79.1	25	4,8
AIRBUS	A-300B1	CF6-50A	302.00	269.00	90.7	76.8	15*	4,8,9
AIRBUS	A-300B1	CF6-50A	302.00	269.00	91.4	76.8	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	90.7	76.8	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	91.4	76.8	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	90.4	78.3	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	90.9	78.3	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	90.4	76.0	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	90.7	76.0	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	90.4	77.1	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	90.9	77.1	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	90.7	75.9	15*	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	91.3	75.9	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	90.0	77.9	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	91.5	77.9	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	336.60	293.30	90.0	78.5	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	346.50	293.30	90.0	79.4	15*	4,8,9
AIRBUS	A-320-211	CFM56-5A1	149.90	142.20	84.4	70.7	20*	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	142.20	85.6	73.7	35	8,15
AIRBUS	A-320-231	V2500.A1	149.90	142.20	83.1	70.3	20*	8,15
AIRBUS	A-320-231	V2500.A1	162.00	142.20	84.7	72.9	40	8,15
BAe	1-11-200	MK506-W/HUSHKIT	80.00	71.00	90.3	84.1	45	15
BAe	1-11-200	SPEY-MK506	80.00	71.00	94.3	85.8	45	15
BAe	1-11-400	MK511-W/HUSHKIT	89.50	78.00	92.5	87.5	45	15
BAe	1-11-400	SPEY-MK511	89.50	78.00	96.2	90.5	45	8,15
BAe	1-11-500	SPEY-MK512	99.70	87.00	98.6	89.9	45	4
BAe	1-11-500	SPEY-MK512	104.50	87.00	98.6	90.5	45	4
BAe	125-800	TFE-731-5R-1H	27.40	23.40	85.0	69.7	45	8,15
BAe	BAe 146-100A	ALF-502R-3A/-5	76.00	72.40	86.5	69.1	33	8,15,22
BAe	BAe 146-100A	ALF-502R-3A/-5	84.00	77.50	87.0	72.4	33	8,15,22
BAe	BAe 146-200A	ALF-502R-3A/-5	89.50	77.50	87.0	76.5	33	8,15,22
BAe	BAe 146-200A	ALF-502R-5	93.00	81.00	85.9	76.7	33	8,15,23
BAe	BAe 146-200A	ALF-502R-5	93.00	81.00	87.2	76.7	33	8,15,22
BAe	BAe 146-300A	ALF-502R-5	95.00	83.00	85.9	77.6	33	8,15,23
BAe	BAe 146-300A	ALF-502R-5	95.00	83.00	87.3	77.6	33	8,15,22
BAe	BAe 146-300A	ALF-502R-5	97.50	84.50	85.8	78.3	33	8,15,23
BAe	BAe 146-300A	ALF-502R-5	97.50	84.50	87.0	78.3	33	8,15,22
BAe	BAE-748 SERIES 2A	RR DART	44.50	41.50	88.8	78.0	27	8,15
BAe	BAe-748 SERIES 2B	MK535-W/HUSHKIT	46.50	43.00	80.0	78.0	27	8,15
BAe	BAe-748 SERIES 2B	RR-DART-MK535	46.50	43.00	88.8	78.3	27	8,15
BAe	HS-125-1A	TFE-731-3	21.20	19.60	83.3	70.4	25*	8,15
BAe	HS-125-1A	TFE-731-3	21.20	19.60	85.8	70.4	45	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BAe	HS-125-1A	TFE-731-3	21.70	19.60	83.3	71.2	25*	8,15
BAe	HS-125-1A	TFE-731-3	21.70	19.60	85.8	71.2	45	8,15
BAe	HS-125-1A	VIPER-522	21.20	19.60	98.5	83.1	50	8,15
BAe	HS-125-3A	TFE-731-3	21.70	20.00	83.5	71.2	25*	8,15
BAe	HS-125-3A	TFE-731-3	21.70	20.00	86.0	71.2	45	8,15
BAe	HS-125-3A/R	VIPER-522	22.70	20.00	98.7	84.8	50	8,15
BAe	HS-125-3A/RA	TFE-731-3	23.60	20.00	83.0	72.4	25*	8,15
BAe	HS-125-3A/RA	TFE-731-3	23.60	20.00	85.5	72.4	45	8,15
BAe	HS-125-3A/RA	VIPER-522	22.70	20.00	98.7	84.8	45	8,15
BAe	HS-125-400A	TFE-731-3	23.60	20.00	83.0	72.4	25*	8,15
BAe	HS-125-400A	TFE-731-3	23.60	20.00	85.5	72.4	45	8,15
BAe	HS-125-400A	VIPER-522	23.60	20.00	98.7	85.3	45	8,15
BAe	HS-125-600A	TFE-731-3	25.50	22.00	83.6	75.8	25*	8,15
BAe	HS-125-600A	TFE-731-3	25.50	22.00	86.1	75.8	45	8,15
BAe	HS-125-600A	VIPER 601	25.50	22.00	96.0	81.9	45	8,15,16
BAe	HS-125-700A	TFE-731-3	24.20	22.00	83.6	75.4	25*	8,15
BAe	HS-125-700A	TFE-731-3	24.20	22.00	86.1	75.4	45	8,15
BAe	HS-125-700A	TFE-731-3	25.50	22.00	83.5	76.1	25*	8,15,20
BAe	HS-125-700A	TFE-731-3	25.50	22.00	83.6	75.8	25*	8,15
BAe	HS-125-700A	TFE-731-3	25.50	22.00	86.0	76.1	45	8,15,20
BAe	HS-125-700A	TFE-731-3	25.50	22.00	86.1	75.8	45	8,15
BAe	JETSTREAM 31	TPE331-10U-501H	15.20	14.60	74.7	63.7	-	15
BAe	VISCOUNT 745	RR DART6 MK510	72.50	64.00	84.6	78.1	-	11
BEECH	1900/1900C	PT6A-65B	16.60	16.10	77.0	66.5	-	10
BEECH	300/300C KING AIR	PT6A-60A	14.00	14.00	75.9	64.7	-	
BEECH	35-B33	IO-470-K	3.00	3.00	68.0	71.0	-	10,11
BEECH	35-C33A	IO-520-B	3.30	3.30	64.0	70.0	-	11
BEECH	58 (2BLD)	IO-520-C	5.40	5.40	73.0	67.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	5.40	73.0	63.0	-	11
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	5.40	73.3	65.1	-	11
BEECH	58P	TSIO-520WB	6.20	6.20	77.0	66.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	6.20	77.0	67.0	-	10,11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	7.40	73.8	65.9	-	11
BEECH	76	IO-360-A1G6D	3.90	3.90	71.0	62.0	-	11
BEECH	77	O-235-L2C	1.70	1.70	60.0	56.0	-	11
BEECH	99A	PT6A-27	10.40	10.40	74.0	66.0	-	4
BEECH	A-23	IO-360-A	2.40	2.40	61.0	58.0	-	11
BEECH	A100	PT6A-28	11.50	11.20	74.0	62.0	-	4
BEECH	A24R	IO-360-A1B6	2.80	2.80	62.0	65.0	-	11
BEECH	A36	IO-520-BA	3.60	3.60	64.0	71.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	3.65	64.0	67.8	-	11
BEECH	B100 KINGAIR	TPE-331-6	11.80	11.20	77.1	61.5	-	11
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	12.50	76.6	66.1	-	
BEECH	B36TC BONANZA	TSIO-520U	3.85	3.85	64.0	71.0	-	11
BEECH	B55	IO-470-L	5.10	5.10	73.0	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	5.10	73.0	71.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BEECH	B60	TIO-541-E1C4	6.80	6.80	80.0	63.0	-	10,11
BEECH	B80	IGSO-540-A1D	8.80	8.80	74.0	66.0	-	11
BEECH	BEECHJET 400	JT15D-5	15.80	14.20	83.0	71.8	-	15
BEECH	C23	O-360-A4K	2.50	2.50	62.0	59.0	-	11
BEECH	C24R	IO-360-A1B6	2.80	2.80	62.0	63.0	-	11
BEECH	C35	E-185-11	2.70	2.70	62.0	75.0	-	11
BEECH	C90	PT6A-21	9.70	9.70	75.0	68.0	-	10
BEECH	C99 AIRLINER	PT6A-34	11.30	11.30	77.1	71.1	-	5,11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	4.20	71.1	58.0	-	11
BEECH	E35	E-225-8	2.70	2.70	63.0	75.0	-	11
BEECH	E55 (2 BLD)	IO-520-C	5.30	5.30	74.0	67.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	5.30	74.0	63.0	-	11
BEECH	F33A	IO-520-B	3.40	3.40	64.0	70.0	-	11
BEECH	F90 KINGAIR	PT6A-135	10.90	10.90	77.3	62.0	-	5,11
BEECH	H18	R-985AN-14B	9.90	9.50	75.0	69.6	-	11
BEECH	K35,M35	IO-470-C	3.00	3.00	63.0	70.0	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	12.50	77.8	68.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	12.50	77.8	68.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	12.50	77.8	68.8	-	5,11
BEECH	V35B (3BLD)	IO-520-B	3.40	3.40	64.0	69.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	3.30	64.0	65.0	-	4
BELLANCA	7GCAA	O-320-A2B	1.70	1.70	60.0	51.0	-	4
BELLANCA	8GCBC	O-360-C2E	2.20	2.20	62.0	58.0	-	11
BOEING	B-707-300B/C CONTRAN QN	JT3D-3B	322.30	247.00	98.4	94.0	25	8
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	89.1	83.7	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	94.5	83.7	40	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	169.50	137.50	89.1	86.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	160.50	137.50	96.0	82.4	40	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	92.2	85.0	30*	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	96.0	85.0	40	3,8,15
BOEING	B-727-200	JT8D-15QN	184.20	142.50	86.1	87.5	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.20	142.50	88.9	87.5	40	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	86.1	89.0	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	88.9	89.0	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	86.1	88.5	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	88.9	88.5	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	158.00	86.1	92.2	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	158.00	88.9	92.2	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	86.1	89.9	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	88.9	89.9	40	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	86.1	92.6	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	88.9	92.6	40	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	87.4	88.0	30*	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	90.6	88.0	40	2,8,15
BOEING	B-727-200	JT8D-9QN	172.50	142.50	88.9	86.7	40	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	142.50	86.1	90.4	30*	2,8,14,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BOEING	B-727-200	JT8D-9QN	184.80	142.50	88.9	90.4	40	2,8,14,15
BOEING	B-737-200	JT8D-15QN	115.50	101.00	88.3	85.2	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	115.50	101.00	92.1	85.2	40	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	88.3	88.0	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	91.9	88.0	40	2,8,15
BOEING	B-737-200	JT8D-17QN	115.50	101.00	91.6	84.5	40	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	88.3	87.3	30*	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	91.0	87.3	40	2,8,14,15
BOEING	B-737-200	JT8D-7QN	100.50	95.00	85.8	82.4	30*	2,8,14
BOEING	B-737-200	JT8D-7QN	100.50	95.00	88.8	82.4	40	2,8,14
BOEING	B-737-200	JT8D-7QN	109.00	98.00	88.8	85.8	40	2,8,14
BOEING	B-737-200	JT8D-9QN	109.00	95.00	87.9	84.8	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	109.00	95.00	90.8	84.8	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	87.9	87.0	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	91.9	87.0	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	87.9	88.0	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	92.0	88.0	40	2,8,14,15
BOEING	B-737-300	CFM56-3-B1	135.00	114.00	87.9	76.6	30*	8,15
BOEING	B-737-300	CFM56-3-B1	135.00	114.00	89.8	76.6	40	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	115.00	88.0	78.2	30*	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	115.00	89.9	78.2	40	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	114.00	87.9	71.5	30*	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	114.00	89.8	71.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	115.00	88.0	75.6	30*	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	115.00	89.9	75.6	40	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	121.00	88.3	77.7	30*	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	90.4	80.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	88.3	75.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	90.4	75.3	40	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	88.5	78.4	30*	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	90.7	78.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	88.3	74.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	90.4	74.3	40	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	88.5	77.2	30*	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	90.7	77.2	40	8,15
BOEING	B-747-100	JT9D-7	710.00	564.00	97.2	99.1	30	4,6
BOEING	B-747-100	JT9D-7F	750.00	585.00	97.8	100.5	30	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	585.00	97.8	100.5	30	4,6
BOEING	B-747-100	JT9D-7WET	750.00	585.00	97.3	100.2	30	4,6
BOEING	B-747-200	CF6-50E	775.00	585.00	94.4	95.8	30	4
BOEING	B-747-200	CF6-50E	800.00	630.00	95.5	96.6	30	4
BOEING	B-747-200	CF6-50E	820.00	630.00	95.5	97.3	30	4
BOEING	B-747-200	JT9D-3A	767.00	564.00	95.9	100.5	30	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	585.00	96.1	99.6	30	4,6
BOEING	B-747-200	JT9D-7	770.00	564.00	96.1	99.4	30	4,6
BOEING	B-747-200	JT9D-70A	820.00	630.00	95.2	94.1	30	4

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BOEING	B-747-200	JT9D-7F	775.00	564.00	96.6	99.1	30	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	630.00	97.2	99.9	30	4,6
BOEING	B-747-200	JT9D-7WET	785.00	630.00	96.7	99.3	30	4,6
BOEING	B-747-200	RB211-524B	800.00	630.00	97.2	96.0	30	4
BOEING	B-747-SP	JT9D-7A	660.00	450.00	92.8	94.9	30	4,6
BOEING	B-747-SP	JT9D-7A	690.00	450.00	93.1	96.1	30	4,6
BOEING	B-747-SP	JT9D-7F	660.00	475.00	93.1	94.9	30	4,6
BOEING	B-747-SP	JT9D-7FWET	695.00	475.00	93.5	96.2	30	4,6
BOEING	B-747-SR	JT9D-7A	570.00	564.00	95.6	90.0	30	4,6
BOEING	B-747-SR	JT9D-7A	610.00	564.00	96.1	92.9	30	4,6
BOEING	B-757-200	PW 2037	223.80	198.00	87.1	72.0	30	8,15
BOEING	B-757-200	PW 2037	240.00	198.00	86.2	74.7	25*	8,15
BOEING	B-757-200	PW-2037(BG-3)	220.00	198.00	87.7	69.9	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	230.00	198.00	87.7	71.4	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	240.00	198.00	86.6	73.2	25*	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	210.00	87.1	75.0	25	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	210.00	88.2	75.0	30	8,15
BOEING	B-757-200	PW2040	220.00	198.00	86.6	68.1	25	8,15
BOEING	B-757-200	PW2040	230.00	198.00	87.7	69.6	30	8,15
BOEING	B-757-200	PW2040	240.00	210.00	87.1	71.2	25	8,15
BOEING	B-757-200	PW2040	250.00	210.00	88.2	72.9	30	8,15
BOEING	B-757-200	RB211-535C	220.00	198.00	90.5	73.0	30	8,15
BOEING	B-757-200	RB211-535C	240.00	198.40	89.3	76.1	25*	8,15
BOEING	B-757-200	RB211-535E4	220.00	198.00	85.2	68.3	30	8,15
BOEING	B-757-200	RB211-535E4	240.00	198.00	84.9	71.4	25*	8,15
BOEING	B-757-200	RB211-535E4-B	220.00	198.00	84.9	67.6	25*	8,15
BOEING	B-757-200	RB211-535E4-B	240.00	198.00	85.2	70.6	30	8,15
BOEING	B-757-200	RB211-535E4-B	250.00	210.00	85.3	72.1	25*	8,15
BOEING	B-757-200	RB211-535E4-B	255.50	210.00	85.5	73.0	30	8,15
BOEING	B-767-200	CF6-80A	279.90	257.00	88.6	71.3	30	8,15
BOEING	B-767-200	CF6-80A	315.00	270.00	88.4	75.8	25*	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	270.00	87.8	70.3	25*	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	270.00	87.9	70.3	30	8,15
BOEING	B-767-200	CF6-80C2B2	351.00	300.00	87.9	75.8	25*	8,15
BOEING	B-767-200	CF6-80C2B2	351.00	300.00	87.9	75.8	30	8,15
BOEING	B-767-200	CF6-80C2B4	351.00	270.00	87.8	73.8	25*	8,15
BOEING	B-767-200	CF6-80C2B4	351.00	270.00	87.9	73.8	30	8,15
BOEING	B-767-200	CF6-80C2B4	387.00	300.00	87.9	77.7	25*	8,15
BOEING	B-767-200	CF6-80C2B4	387.00	300.00	87.9	77.7	30	8,15
BOEING	B-767-200	JT9D-7R4D	282.00	257.00	90.4	72.9	30	8,15
BOEING	B-767-200	JT9D-7R4D	315.00	270.00	89.2	77.1	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	89.5	82.3	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	91.3	82.3	30	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	88.4	74.4	25*	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	88.6	74.4	30	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	88.5	80.6	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BOEING	B-767-300	CF6-80A	351.00	320.00	88.8	80.6	30	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	88.4	73.7	25*	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	88.6	73.7	30	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	88.5	79.7	25*	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	88.8	79.7	30	8,15
BOEING	B-767-300	CF6-80C2B4	380.00	280.00	87.9	77.1	25*	8,15
BOEING	B-767-300	CF6-80C2B4	380.00	280.00	88.0	77.1	30	8,15
BOEING	B-767-300	CF6-80C2B4	407.00	320.00	88.0	79.7	25*	8,15
BOEING	B-767-300	CF6-80C2B4	407.00	320.00	88.8	79.7	30	8,15
BOEING	B-767-300	CF6-80C2B6	380.00	280.00	87.9	76.1	25*	8,15
BOEING	B-767-300	CF6-80C2B6	380.00	280.00	88.0	76.1	30	8,15
BOEING	B-767-300	CF6-80C2B6	407.00	320.00	88.0	78.6	25*	8,15
BOEING	B-767-300	CF6-80C2B6	407.00	320.00	88.8	78.6	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	89.1	75.7	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	90.7	75.7	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	90.2	81.6	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	91.7	81.6	30	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	89.1	74.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	90.7	74.8	30	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	90.2	80.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	91.7	80.8	30	8,15
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	6.20	73.0	68.0	-	11
CANADAIR	CHALLENGER 600	ALF-502L	40.40	36.00	81.7	66.9	45	12
CANADAIR	CHALLENGER 601	CF34-1A	43.10	36.00	80.4	66.4	-	15
CESSNA	150	O-200-A	1.60	1.60	59.0	56.0	-	11
CESSNA	150M	O-200-A	1.60	1.60	59.0	55.0	-	11
CESSNA	152	O-235-L2C	1.70	1.70	59.0	55.0	-	11
CESSNA	170B	C-145-2H	2.20	2.20	61.0	68.0	-	11
CESSNA	172	O-320-E2D	2.30	2.30	61.0	61.0	-	11
CESSNA	172N	O-320-H2AD	2.30	2.30	62.0	63.0	-	10
CESSNA	177RG	IO-360-A1B6	2.80	2.80	62.0	65.0	-	11
CESSNA	180	O-470-J	2.80	2.80	63.0	69.0	-	11
CESSNA	182P	O-470-S	3.00	3.00	56.0	70.0	-	10,11
CESSNA	182Q	O-470-U	3.00	3.00	56.0	69.0	-	10,11
CESSNA	185F	IO-520-D	3.40	3.40	64.0	66.0	-	11
CESSNA	206	IO-520-A	3.30	3.30	63.5	70.2	-	11
CESSNA	207	IO-520-F	3.80	3.80	63.8	74.3	-	11
CESSNA	210	IO-520-L	3.80	3.80	67.1	71.4	-	10,11
CESSNA	310Q	IO-470-VO	5.20	5.20	73.7	68.0	-	10,11
CESSNA	310R	TSIO-520-BB	5.50	5.50	73.0	65.0	-	11
CESSNA	320C	TSIO-470-D	5.20	5.20	73.0	70.0	-	11
CESSNA	337H	IO-360-G	4.60	4.60	72.0	70.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	6.00	73.0	66.0	-	11
CESSNA	401	TSIO-520-E	6.30	6.30	73.0	67.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	6.90	74.0	68.0	-	11
CESSNA	404	GTSIO-520-M	8.40	8.40	74.0	61.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
CESSNA	414A	TSIO-520-N	6.00	6.80	73.0	67.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	7.50	74.0	61.0	-	11
CESSNA	500	JT15D-1	10.90	10.90	77.7	67.0	40	15
CESSNA	560	JT15D-5A	15.90	15.20	80.5	68.7	35	8,15
CESSNA	CARAVAN I	PT6A-114	7.30	7.30	73.0	64.9	-	
CESSNA	CITATION I	JT15D-1A	11.90	11.40	77.7	67.3	40	15
CESSNA	CITATION II (550)	JT15D-4	13.30	12.70	79.3	62.6	40	15
CESSNA	CITATION II (S50)	JT15D-4	14.10	13.50	79.8	65.2	40	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	20.00	17.00	83.0	70.6	37	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	21.50	19.00	81.1	68.8	20*	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	22.00	20.00	81.4	69.3	20*	7,8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	22.00	20.00	84.8	69.3	37	7,8,15
CESSNA	CONQUEST I	PT6A-112	8.20	8.20	75.0	63.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	9.80	76.5	63.0	-	5,11
CESSNA	S550 (SII)	JT15D-4B	15.10	14.40	79.6	64.8	35	8,15
CESSNA	T210L	TSIO-520-R	3.80	3.80	64.0	73.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	3.80	64.0	71.0	-	11
CESSNA	TU206G	TSIO-520-M	3.60	3.60	64.0	71.0	-	11
CONCORDE	CONCORDE	O-593/M-602	400.00		109.5	112.9	-	4,8
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	17.20	82.1	66.1	30*	8,15
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	17.20	86.2	66.1	52	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	27.30	90.1	77.0	25*	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	27.30	93.1	77.0	40	8,15
DASSAULT BREGUET	FALCON 20-C5/D5/E5	TFE-731-5AR	29.10	27.76	81.8	72.0	40	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	29.10	27.76	79.4	70.6	25*	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	29.10	27.76	81.0	70.6	40	8,15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.00	28.80	84.1	71.7	40	8,12
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	35.70	82.0	70.9	20*	8,15
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	35.70	87.6	70.9	48	8,15
DASSAULT BREGUET	FALCON 900	TFE-731-5A	45.50	42.00	81.0	69.2	20*	8,12
DEHAVILLAND	DHC-6	PT6A-27	12.50	12.50	78.0	67.0	-	4
DEHAVILLAND	DHC-7	PT6A-50	43.50	42.00	84.0	69.0	-	4
DEHAVILLAND	DHC-8	PW120	33.00	32.00	80.6	69.4	35	
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	12.60	74.7	66.3	-	
DOUGLAS	DC-3	R-1830-90C	25.20	24.40	84.0	85.0	-	5
EMBRAER	EMB 110-P2	PT6A-34	12.50	12.50	76.0	71.0	-	4
EMBRAER	EMB-120 BRASILIA	PW115	21.20	21.20	81.8	63.2	45	12
FAIRCHILD	F-27-F	RR DART MK529	38.50	36.70	87.0	77.3	-	11
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	14.00	78.5	69.2	-	10,11
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	12.50	76.0	71.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	12.50	76.0	71.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303	12.50	12.50	76.0	71.0	-	4
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	13.20	78.5	69.5	-	5,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	14.00	78.5	69.2	-	10,11
FOKKER	F-27 MK500/600	MK552-7R	45.00	41.00	79.1	75.3	40	15,16
FOKKER	F-27 MK500/600	MK552-7R	45.90	43.50	79.4	76.0	40	15,16

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
FOKKER	F-27-100	RR DART6 MK514	39.00	37.50	82.6	76.0	-	11
FOKKER	F-27-200	MK532-7	43.50	41.00	88.1	78.0	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	42.00	86.8	78.0	-	5
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	94.1	79.2	42	4
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	94.7	79.2	42	4
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	64.00	86.3	75.5	-	
FOKKER	F100	RR TAY MK650-15	98.00	88.00	82.1	69.9	25*	8,15,
FOKKER	F100	RR TAY MK650-15	98.00	88.00	82.8	69.9	42	8,15
FOKKER	FOKKER-100	RR TAY MK620-15	95.00	88.00	83.3	72.0	42	15
GENERAL DYNAMICS	CV-440	R-2800	48.00	47.20	84.0	86.0	-	5
GENERAL DYNAMICS	CV-580	501-D13	54.60	52.00	85.7	74.3	-	10
GULFSTREAM	112	IO-360-C1D6	2.70	2.70	62.0	63.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	6.80	77.0	76.0	-	10
GULFSTREAM	560E	GO-480-C1B6	6.50	6.50	73.0	59.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.50	8.00	74.0	64.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	9.70	76.0	66.0	-	10
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	9.70	77.4	61.3	-	5,11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	10.60	77.4	61.7	-	10
GULFSTREAM	695	TPE-331-10	10.30	9.70	77.4	62.0	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	9.70	77.4	62.0	-	5,11
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	10.60	77.9	61.6	-	5,11
GULFSTREAM	AA-1B	O-235	1.60	1.60	59.0	57.1	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	2.20	61.0	60.0	-	11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	2.20	52.0	57.4	-	10,11
GULFSTREAM	GA-7	O-320-D1D	3.80	3.80	72.0	63.0	-	4
GULFSTREAM	GULFSTREAM I	MK529 W/HUSHKIT	35.10	33.60	77.9	69.0	-	15
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	33.60	85.9	71.0	-	15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	83.9	80.1	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	83.9	82.6	20*	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	90.6	82.6	39	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	58.50	83.9	84.2	20*	8,15,16
GULFSTREAM	GULFSTREAM IIB	SPEY MK511-8	68.20	58.50	82.5	83.0	20*	8,15,16
GULFSTREAM	GULFSTREAM III	SPEY MK511-8	68.20	58.50	82.5	83.0	20*	8,15,16
GULFSTREAM	GULFSTREAM IV	RR TAY 610-8	71.70	58.50	80.6	66.9	39	
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	58.50	80.7	64.2	39	8,15
IAI	1121 COMMODORE	CJ610-5	18.50	18.50	100.0	89.7	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	19.00	99.0	89.7	-	4
IAI	1124 WESTWIND	TFE731-3-1G	22.90	19.00	84.0	67.4	40	8,15
IAI	1124A WESTWIND II	TFE-731-3-1G	23.50	19.00	84.2	70.3	40	15
IAI	1124IW WESTWIND IW	TFE-731-3-1G	23.50	19.00	84.0	71.7	40	15
IAI	1125 ASTRA	TFE-731-3A-200G	23.50	20.70	80.4	70.3	40	8,15
IAI	1125 ASTRA	TFE-731-3A-200G	24.65	20.70	80.4	72.1	40	8,15
LEARJET	LEARJET 23	CJ610-1	12.50	11.90	89.7	84.7	-	4,8
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	11.90	92.0	77.8	40	8,13
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	89.4	80.6	40	8
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	94.7	80.6	40	4,8,17

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
LEARJET	LEARJET 24E	CJ610-6	12.90	11.90	88.3	73.1	40	4,8
LEARJET	LEARJET 24F	CJ610-6	12.90	11.90	88.3	74.6	40	4,8
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	13.30	92.0	82.3	40	8,13
LEARJET	LEARJET 25B/C	CJ610-6	15.00	13.30	93.8	82.8	40	4,8,18
LEARJET	LEARJET 25D	CJ610-6	15.00	13.30	88.2	79.7	40	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	13.30	88.2	79.7	40	4,8
LEARJET	LEARJET 35	TFE731-2	17.00	14.30	83.1	70.4	40	4
LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.00	14.30	81.6	65.6	40	8,15
LEARJET	LEARJET 35A	TFE731-2	18.00	15.30	81.7	71.6	40	15
LEARJET	LEARJET 35A/36A	TFE-731-2	18.30	15.30	81.7	65.1	40	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	14.30	83.1	70.6	40	4
LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.00	14.30	81.6	65.6	40	8,15
LEARJET	LEARJET 36A	TFE731-2	18.00	15.30	81.7	71.6	40	15
LEARJET	LEARJET 55	TFE-731-3B	20.50	17.00	81.5	67.0	-	8,15
LEARJET	LEARJET 55B	TFE-731-3A-2B	21.50	18.00	81.9	68.4	-	8
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	35.00	101.0	88.7	50	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	43.80	36.00	88.3	82.3	50	4
LOCKHEED	L-1011	RB211-22B	430.00	358.00	91.3	85.1	33*	4,5
LOCKHEED	L-1011	RB211-22B	430.00	358.00	92.1	85.1	42	4,5
LOCKHEED	L-1011-1	RB211-22C	396.00	358.00	90.0	85.2	33*	4,8
LOCKHEED	L-1011-1	RB211-22C	416.00	358.00	90.8	85.3	33*	8
LOCKHEED	L-1011-1	RB211-22C	422.00	358.00	91.4	86.9	33*	
LOCKHEED	L-1011-1	RB211-22C	430.00	358.00	92.7	87.1	42	
LOCKHEED	L-188	501-D13	116.00	95.70	89.5	81.3	-	4,8
MAULE	MX7-235	0540-J1A5D	2.50	2.50	62.7	63.2	-	11
MCDONNELL DOUG.	DC-8-50 W/QNC QN	JT3D-3B	309.80	240.00	94.5	90.3	-	8,12
MCDONNELL DOUG.	DC-8-61 W/QNC QN	JT3D-3B	309.80	240.00	94.5	90.3	-	8,12
MCDONNELL DOUG.	DC-8-63 W/ADC QN	JT3D-3B	355.00	245.00	96.0	91.7	50	8,15
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-3B	350.00	250.00	95.4	90.5	50	8,15
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-7	355.00	275.00	95.2	89.6	35	8,15
MCDONNELL DOUG.	DC-8-63F W/ADC QN	JT3D-7	355.00	245.00	95.9	91.0	50	8,15
MCDONNELL DOUG.	DC10-10	CF6-6D	410.00	363.50	90.3	85.2	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D	410.00	363.50	95.1	85.2	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D	440.00	363.50	91.1	88.5	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D	440.00	363.50	95.7	88.5	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.50	363.50	89.8	80.9	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.50	363.50	94.7	80.9	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	440.00	363.50	95.7	85.3	50	15
MCDONNELL DOUG.	DC10-30	CF6-50A	519.60	403.00	93.0	91.4	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50A	519.60	403.00	96.0	91.4	50	15
MCDONNELL DOUG.	DC10-30	CF6-50A	565.00	403.00	93.4	95.7	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50C	565.00	411.00	96.2	94.1	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	562.00	403.00	97.1	93.9	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	572.00	421.00	93.5	94.6	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	590.00	411.00	97.3	96.4	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C2	555.00	403.00	94.2	84.4	50	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
MCDONNELL DOUG.	DC10-30	CF6-50C2	590.00	411.00	95.1	87.2	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	555.00	424.00	94.2	83.6	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	590.00	411.00	95.1	86.7	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50CA	565.00	424.00	96.3	95.7	50	15
MCDONNELL DOUG.	DC10-30	CF6-6K	410.00	403.00	88.7	82.6	35*	8,15
MCDONNELL DOUG.	DC10-30	CF6-6K	455.00	403.00	94.2	88.8	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	430.00	403.00	94.5	85.0	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.00	403.00	89.4	88.4	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.00	403.00	94.5	88.4	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.00	403.00	90.2	91.7	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.00	403.00	94.9	91.7	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.00	403.00	94.9	90.6	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.00	403.00	97.1	90.6	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.00	403.00	94.9	91.8	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.00	403.00	97.1	91.8	50	15
MCDONNELL DOUG.	DC8-71	CFM56-2-C1	337.00	245.00	88.8	84.1	46	
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	362.50	245.00	88.6	85.6	46	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	362.50	245.00	88.6	85.6	46	
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	81.70	89.1	78.6	50	1,8,15
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	81.70	95.7	79.7	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-15	114.00	101.00	90.9	85.8	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-17	121.00	101.00	92.2	88.2	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-7	108.00	99.00	89.9	85.5	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-7	108.00	99.00	96.0	87.1	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.00	99.00	90.6	85.4	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.00	99.00	93.8	86.5	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	110.00	99.00	90.8	86.3	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-11	107.00	102.00	90.0	84.8	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-11	114.00	102.00	90.9	87.5	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-15	114.00	102.00	90.9	85.8	50	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	110.00	110.00	89.5	84.3	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.00	110.00	89.5	88.4	40*	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.00	110.00	92.0	88.4	50	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	115.00	104.00	89.5	85.9	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.00	110.00	89.5	88.2	40*	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.00	110.00	92.3	88.2	50	1,8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	83.5	80.3	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	83.8	80.3	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.5	83.2	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.9	83.2	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	83.5	78.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	83.8	78.7	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	83.5	81.4	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	83.9	81.4	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	83.5	78.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	83.8	78.7	40	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	83.9	83.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	85.0	83.7	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	83.5	78.3	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	83.8	78.3	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	83.9	83.1	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	85.0	83.1	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	83.5	77.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	83.8	77.5	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	83.9	82.1	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	85.0	82.1	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	83.3	74.7	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	83.7	74.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	83.6	81.2	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	84.3	81.2	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	83.3	74.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	83.7	74.5	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	83.6	80.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	84.3	80.6	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	83.5	77.4	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	84.2	77.4	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	83.6	79.7	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	84.3	79.7	40	8,15
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	19.40	99.0	89.7	-	13
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	10.00	76.0	64.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	10.20	76.0	66.0	-	4
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	13.20	77.2	71.9	30	8,12
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	14.20	83.0	71.8	-	15
MOONEY	M20C	O-360-A1D	2.60	2.60	62.0	65.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	2.70	62.0	58.0	-	4
MOONEY	M20M	TIO-540-AF1A	3.20	3.20	63.3	63.9		11,21
MOONEY	M20M	TIO-540-AF1A	3.37	3.37	63.3	64.8		11,21
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	6.65	6.96	91.5	80.9	55	19
NIHON	YS-11A-200	DART MK 542	54.00	52.90	90.0	81.0	-	5
PIPER	601P	IO-540-S1A5	6.00	6.00	73.0	70.0	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	11.10	78.5	57.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	1.80	61.0	53.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	4.94	73.0	68.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	3.20	63.0	65.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	2.20	61.0	60.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	2.20	61.0	60.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	2.40	61.0	59.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	2.50	62.0	60.0	-	11
PIPER	PA-28-200	IO-360-C1C	2.70	2.70	61.0	63.0	-	
PIPER	PA-28-235	O-540-B4B5	3.00	3.00	63.0	72.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	3.00	63.0	68.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	2.80	62.0	67.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGM 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	2.90	62.0	67.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	3.60	70.6	56.0	-	11
PIPER	PA-31-310	TIO-540-A2C	6.50	6.50	73.0	69.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	6.50	74.0	70.0	-	11
PIPER	PA-31-350	TIO-540-J2BD	7.00	7.00	74.0	71.0	-	11
PIPER	PA-31T	PT6A-28	9.00	9.00	74.0	62.0	-	4
PIPER	PA-32-300	IO-540-K1G5D	3.40	3.40	64.0	71.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	3.60	64.0	71.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	3.60	64.0	70.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	3.60	64.0	69.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	3.60	64.0	71.0	-	11
PIPER	PA-34-200T	TSIO-360-E	4.80	4.50	72.0	64.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	4.50	72.0	64.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	1.70	60.0	56.0	-	11
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	9.40	77.1	70.3	-	10,11
PIPER	PA-44-180	O-360-E1A6D	3.80	3.80	71.0	62.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	3.90	71.0	62.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	3.90	71.0	60.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	4.10	63.9	70.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	5.50	73.0	66.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	6.00	73.0	66.0	-	11
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	27.30	26.50	80.0	65.3	35	12
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	17.50	92.0	83.4	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	17.50	92.0	84.7	24	8,12
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	20.60	95.4	83.8	-	8,12
SABRELINER CORP.	SABRE 65	TFE-731-3R-1D	24.00	21.80	81.7	70.8	-	8,12
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	18.50	93.8	87.9	-	8,12
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	22.00	90.3	77.7	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	22.00	90.3	79.6	25	12
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	22.00	91.0	80.5	-	12
SHORTS	3-30	PT6A-45A	22.40	22.10	81.8	71.2	-	8,15
SHORTS	3-60	PT6A-65R	26.40	26.10	80.1	67.9	30	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	26.50	84.0	68.3	30	13
SHORTS	SKYVAN	TPE-331-201	12.50	12.50	77.3	71.6	46	

MODIFICATIONS TO AC 36-3E
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BAe	BAe 146-100A	ALF-502R-3A/-5	76.00	72.40	86.5	69.1	33	8,15,22
BAe	BAe 146-100A	ALF-502R-3A/-5	84.00	77.50	87.0	72.4	33	8,15,22
BAe	BAe 146-200A	ALF-502R-3A/-5	89.50	77.50	87.0	76.5	33	8,15,22
BAe	BAe 146-200A	ALF-502R-5	93.00	81.00	85.9	76.7	33	8,15,23
BAe	BAe 146-200A	ALF-502R-5	93.00	81.00	87.2	76.7	33	8,15,22
BAe	HS-125-1A	TFE-731-3	21.20	19.60	83.3	70.4	25*	8,15
BAe	HS-125-1A	TFE-731-3	21.20	19.60	85.8	70.4	45	8,15
BAe	HS-125-3A/RA	TFE-731-3	23.60	20.00	83.0	72.4	25*	8,15
BAe	HS-125-3A/RA	TFE-731-3	23.60	20.00	85.5	72.4	45	8,15
BAe	HS-125-400A	TFE-731-3	23.60	20.00	83.0	72.4	25*	8,15
BAe	HS-125-400A	TFE-731-3	23.60	20.00	85.5	72.4	45	8,15
BAe	HS-125-600A	VIPER 601	25.50	22.00	96.0	81.9	45	8,15,16
BAe	HS-125-700A	TFE-731-3	25.50	22.00	83.5	76.1	25*	8,15,20
BAe	HS-125-700A	TFE-731-3	25.50	22.00	83.6	75.8	25*	8,15
BAe	HS-125-700A	TFE-731-3	25.50	22.00	86.0	76.1	45	8,15,20
BAe	HS-125-700A	TFE-731-3	25.50	22.00	86.1	75.8	45	8,15
BEECH	1900/1900C	PT6A-65B	16.60	16.10	77.0	66.5	-	10
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	89.1	83.7	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	94.5	83.7	40	3,8,14,15
CESSNA	CITATION I	JT15D-1A	11.90	11.40	77.7	67.3	40	15
CESSNA	CITATION II (550)	JT15D-4	13.30	12.70	79.3	62.6	40	15
CESSNA	CITATION III (650)	TFE-731-3B-100S	20.00	17.00	83.0	70.6	37	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	22.00	20.00	84.8	69.3	37	7,8,15
CESSNA	S550 (SII)	JT15D-4B	15.10	14.40	79.6	64.8	35	8,15
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	35.70	82.0	70.9	20*	8,15
DASSAULT BREGUET	FALCON 900	TFE-731-5A	45.50	42.00	81.0	69.2	20*	8,12
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	83.9	80.1	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	58.50	83.9	84.2	20*	8,15,16
GULFSTREAM	GULFSTREAM IIB	SPEY MK511-8	68.20	58.50	82.5	83.0	20*	8,15,16
GULFSTREAM	GULFSTREAM III	SPEY MK511-8	68.20	58.50	82.5	83.0	20*	8,15,16
IAI	1124 WESTWIND	TFE731-3-1G	22.90	19.00	84.0	67.4	40	8,15
IAI	1124A WESTWIND II	TFE-731-3-1G	23.50	19.00	84.2	70.3	40	15
IAI	1125 ASTRA	TFE-731-3A-200G	23.50	20.70	80.4	70.3	40	8,15
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	94.7	80.6	40	4,8,17
LEARJET	LEARJET 25D/C	CJ610-6	15.00	13.30	93.8	82.8	40	4,8,18
LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.00	14.30	81.6	65.6	40	8,15
LEARJET	LEARJET 35A	TFE731-2	18.00	15.30	81.7	71.6	40	15
LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.00	14.30	81.6	65.6	40	8,15
LEARJET	LEARJET 36A	TFE731-2	18.00	15.30	81.7	71.6	40	15
LEARJET	LEARJET 55B	TFE-731-3A-2B	21.50	18.00	81.9	68.4	-	8
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.9	83.2	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	83.9	81.4	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	85.0	82.1	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	84.3	79.7	40	8,15

ADDITIONS TO AC 36-3E
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
AIRBUS	A-320-211	CFM56-5A1	149.90	142.20	84.4	70.7	20*	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	142.20	85.6	73.7	35	8,15
AIRBUS	A-320-231	V2500.A1	149.90	142.20	83.1	70.3	20*	8,15
AIRBUS	A-320-231	V2500.A1	162.00	142.20	84.7	72.9	40	8,15
BAe	BAe 146-300A	ALF-502R-5	95.00	83.00	85.9	77.6	33	8,15,23
BAe	BAe 146-300A	ALF-502R-5	95.00	83.00	87.3	77.6	33	8,15,22
BAe	BAe 146-300A	ALF-502R-5	97.50	84.50	85.8	78.3	33	8,15,23
BAe	BAe 146-300A	ALF-502R-5	97.50	84.50	87.0	78.3	33	8,15,22
BAe	HS-125-1A	TFE-731-3	21.70	19.60	83.3	71.2	25*	8,15
BAe	HS-125-1A	TFE-731-3	21.70	19.60	85.8	71.2	45	8,15
BAe	HS-125-3A	TFE-731-3	21.70	20.00	83.5	71.2	25*	8,15
BAe	HS-125-3A	TFE-731-3	21.70	20.00	86.0	71.2	45	8,15
BAe	HS-125-3A/RA	VIPER-522	22.70	20.00	98.7	84.8	45	8,15
BAe	HS-125-400A	VIPER-522	23.60	20.00	98.7	85.3	45	8,15
BAe	HS-125-600A	TFE-731-3	25.50	22.00	83.6	75.8	25*	8,15
BAe	HS-125-600A	TFE-731-3	25.50	22.00	86.1	75.8	45	8,15
BAe	HS-125-700A	TFE-731-3	24.20	22.00	83.6	75.4	25*	8,15
BAe	HS-125-700A	TFE-731-3	24.20	22.00	86.1	75.4	45	8,15
BEECH	300/300C KING AIR	PT6A-60A	14.00	14.00	75.9	64.7	-	
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	5.40	73.3	65.1	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	3.65	64.0	67.8	-	11
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	12.50	76.6	66.1	-	
BOEING	B-737-300	CFM56-3-B1	139.50	115.00	88.0	78.2	30*	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	115.00	89.9	78.2	40	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	114.00	87.9	71.5	30*	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	114.00	89.8	71.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	115.00	88.0	75.6	30*	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	115.00	89.9	75.6	40	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	121.00	88.3	77.7	30*	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	90.4	80.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	88.3	75.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	90.4	75.3	40	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	88.5	78.4	30*	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	90.7	78.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	88.3	74.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	90.4	74.3	40	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	88.5	77.2	30*	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	90.7	77.2	40	8,15
BOEING	B-757-200	RB211-535E4-B	220.00	198.00	84.9	67.6	25*	8,15
BOEING	B-757-200	RB211-535E4-B	240.00	198.00	85.2	70.6	30	8,15
BOEING	B-757-200	RB211-535E4-B	250.00	210.00	85.3	72.1	25*	8,15
BOEING	B-757-200	RB211-535E4-B	255.50	210.00	85.5	73.0	30	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	270.00	87.8	70.3	25*	8,15
BOEING	B-767-200	CF6-80C2B2	300.00	270.00	87.9	70.3	30	8,15
BOEING	B-767-200	CF6-80C2B2	351.00	300.00	87.9	75.8	25*	8,15
BOEING	B-767-200	CF6-80C2B2	351.00	300.00	87.9	75.8	30	8,15

ADDITIONS TO AC 36-3E
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
BOEING	B-767-200	CF6-80C2B4	351.00	270.00	87.8	73.8	25*	8,15
BOEING	B-767-200	CF6-80C2B4	351.00	270.00	87.9	73.8	30	8,15
BOEING	B-767-200	CF6-80C2B4	387.00	300.00	87.9	77.7	25*	8,15
BOEING	B-767-200	CF6-80C2B4	387.00	300.00	87.9	77.7	30	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	89.5	82.3	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	91.3	82.3	30	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	88.4	74.4	25*	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	88.6	74.4	30	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	88.5	80.6	25*	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	88.8	80.6	30	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	88.4	73.7	25*	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	88.6	73.7	30	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	88.5	79.7	25*	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	88.8	79.7	30	8,15
BOEING	B-767-300	CF6-80C2B4	380.00	280.00	87.9	77.1	25*	8,15
BOEING	B-767-300	CF6-80C2B4	380.00	280.00	88.0	77.1	30	8,15
BOEING	B-767-300	CF6-80C2B4	407.00	320.00	88.0	79.7	25*	8,15
BOEING	B-767-300	CF6-80C2B4	407.00	320.00	88.8	79.7	30	8,15
BOEING	B-767-300	CF6-80C2B6	380.00	280.00	87.9	76.1	25*	8,15
BOEING	B-767-300	CF6-80C2B6	380.00	280.00	88.0	76.1	30	8,15
BOEING	B-767-300	CF6-80C2B6	407.00	320.00	88.0	78.6	25*	8,15
BOEING	B-767-300	CF6-80C2B6	407.00	320.00	88.8	78.6	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	89.1	75.7	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	90.7	75.7	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	90.2	81.6	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	91.7	81.6	30	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	89.1	74.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	90.7	74.8	30	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	90.2	80.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	91.7	80.8	30	8,15
CESSNA	560	JT15D-5A	15.90	15.20	80.5	68.7	35	8,15
CESSNA	CITATION II (550)	JT15D-4	14.10	13.50	79.8	65.2	40	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	21.50	19.00	81.1	68.8	20*	8,15
CESSNA	CITATION III (650)	TFE-731-3B-100S	22.00	20.00	81.4	69.3	20*	7,8,15
DASSAULT BREGUET	FALCON 20-C5/D5/E5	TFE-731-5AR	29.10	27.76	81.8	72.0	40	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	29.10	27.76	79.4	70.6	25*	8,15
DASSAULT BREGUET	FALCON 20-F5	TFE-731-5AR	29.10	27.76	81.0	70.6	40	8,15
FOKKER	F-27 MK500/600	MK552-7R	45.00	41.00	79.1	75.3	40	15,16
FOKKER	F-27 MK500/600	MK552-7R	45.90	43.50	79.4	76.0	40	15,16
FOKKER	F100	RR TAY MK650-15	98.00	88.00	82.1	69.9	25*	8,15,
FOKKER	F100	RR TAY MK650-15	98.00	88.00	82.8	69.9	42	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	83.9	82.6	20*	8,15
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	58.50	80.7	64.2	39	8,15
IAI	1124IW WESTWIND IW	TFE-731-3-1G	23.50	19.00	84.0	71.7	40	15
IAI	1125 ASTRA	TFE-731-3A-200G	24.65	20.70	80.4	72.1	40	8,15
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	89.4	80.6	40	8

ADDITIONS TO AC 36-3E
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	NOTES
LEARJET	LEARJET 35A/36A	TFE-731-2	18.30	15.30	81.7	65.1	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	83.5	80.3	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	83.8	80.3	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.5	83.2	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	83.5	78.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	83.8	78.7	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	83.5	81.4	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	83.5	78.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	83.8	78.7	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	83.9	83.7	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	85.0	83.7	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	83.5	78.3	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	83.8	78.3	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	83.9	83.1	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	85.0	83.1	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	83.5	77.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	83.8	77.5	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	83.9	82.1	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	83.3	74.7	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	83.7	74.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	83.6	81.2	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	84.3	81.2	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	83.3	74.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	83.7	74.5	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	83.6	80.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	84.3	80.6	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	83.5	77.4	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	84.2	77.4	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	83.6	79.7	28*	8,15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	14.20	83.0	71.8	-	15
MOONEY	M20M	TIO-540-AF1A	3.20	3.20	63.3	63.9		11,21
MOONEY	M20M	TIO-540-AF1A	3.37	3.37	63.3	64.8		11,21
NORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	8.65	6.96	91.5	80.9	55	19

REFERENCE NOTES

1. ENGINES EQUIPPED WITH P-36 ACOUSTICAL TREATMENT.
2. QUIET NACELLES AND DOUBLE WALL FAN DUCT TREATMENT.
3. DOUBLE WALL FAN DUCT TREATMENT.
4. RETAIN FROM AC 36-3A.
5. ESTIMATED USING NON-CERTIFICATION MEASUREMENT DATA.
6. NACELLE WITH FIXED LIP INLET.
7. INCREASED TAKEOFF THRUST RATING.
8. THRUST CUTBACK USED.
9. ICAO ANNEX 16 CERTIFICATION DATA SOURCE.
10. DOT/FAA NOISE MEASUREMENTS.
11. PROPELLER NOISE ESTIMATION MODEL.
12. CERTIFICATION SPECTRA ANALYZED TO OBTAIN dBA.
13. ESTIMATED USING CERTIFICATION DATA FOR AIRCRAFT WITH SIMILAR ENGINES.
14. ESTIMATED USING INTEGRATED NOISE MODEL.
15. BASED ON MANUFACTURER'S DATA.
16. EQUIPPED WITH STANDARD HUSHKIT.
17. EQUIPPED WITH LEARAVIA ENGINE SUPPRESSOR NOZZLE AND ECR 936.
18. EQUIPPED WITH LEARAVIA ENGINE SUPPRESSOR NOZZLE.
19. DGAC NOISE MEASUREMENTS.
20. EQUIPPED WITH THRUST REVERSERS.
21. ESTIMATED USING FAR PART 36, APPENDIX G CERTIFICATION DATA.
22. AIRBRAKE OPEN ON APPROACH.
23. AIRBRAKE CLOSED ON APPROACH.

*. LESS THAN MAXIMUM FLAP SETTING.

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